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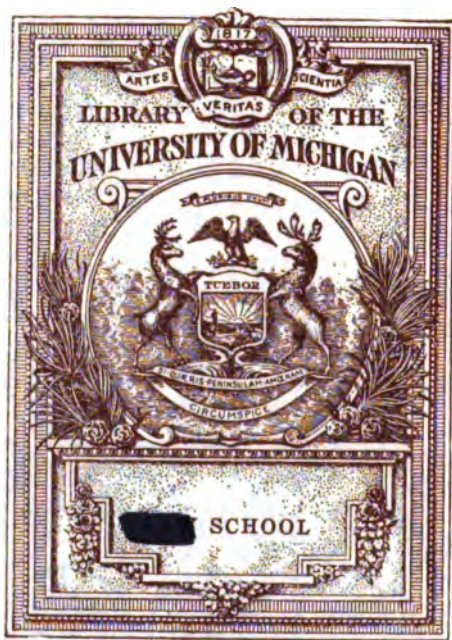
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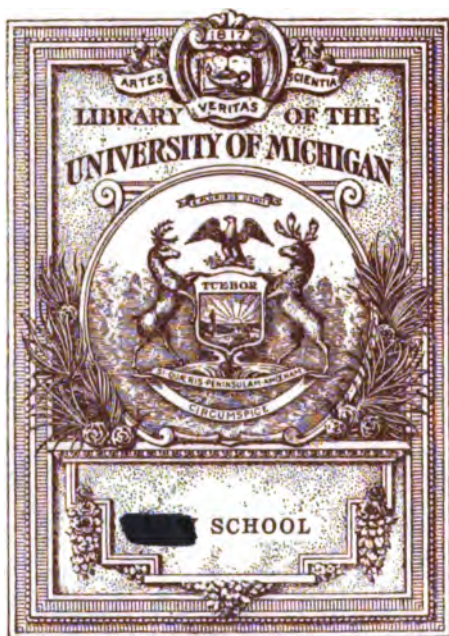
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SESSIONAL PAPER No. 20

A. 1905

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR

FROM JULY 1, 1903, TO JUNE 30, 1904

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES
OF CANADA, CHAPTER 37, SECTION 28

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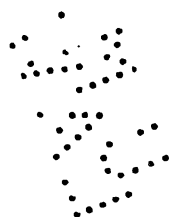
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A. 1905

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from July 1, 1903, to June 30, 1904.

All of which is respectfully submitted.

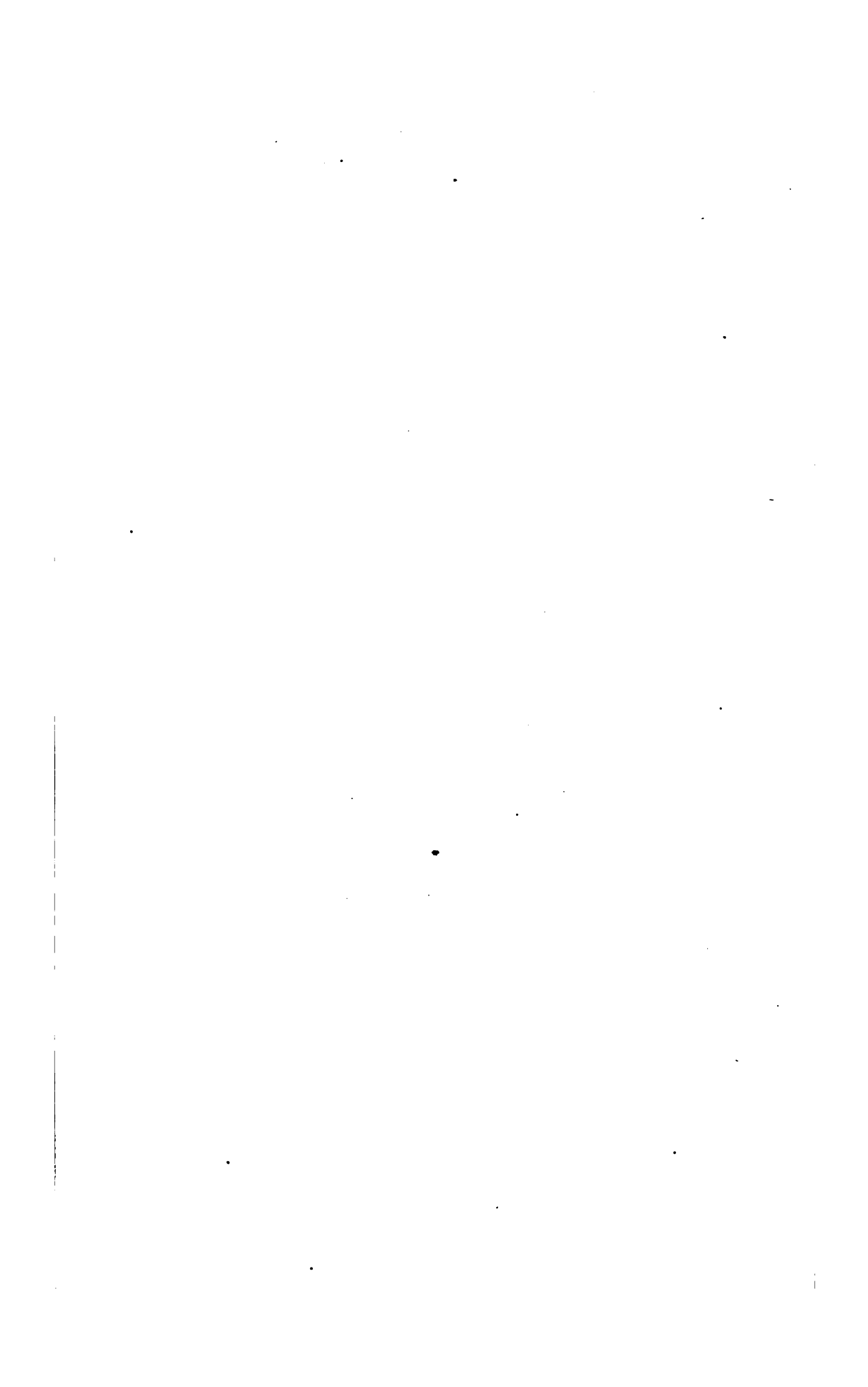
H. R. EMMERSON,
Minister of Railways and Canals.

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REPORT OF THE DEPUTY MINISTER.

To the Honourable H. R. EMMERSON,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal year ended June 30, 1904.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part II. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

GENERAL SUMMARY.

The expenditures of the department for the fiscal year 1903-04 on its works of construction, operation and maintenance, both railway and canal, and in furtherance, by subsidy under authority of parliament, of outside railway enterprises, are as follows:—

The government railway expenditure totals \$12,351,250.05, of which \$2,619,059.86 was chargeable to capital account, \$2,132,231.62 to income, and \$7,599,958.57 to revenue. There was paid out from the consolidated fund as subsidies to railways other than the government roads a total of \$2,046,878.45, which is included in the above under 'Income.'

The expenditure on canals aggregates \$2,980,558.88, of which \$1,880,787.30 was chargeable to capital, \$302,409.02 to income, and out of revenue, \$436,034.76, for staff, and \$361,327.90 for repairs.

Adding to the above the further sum of \$36,262.32 for miscellaneous expenditures, the total departmental expenditure for railways and canals for the past fiscal year amounted to \$15,368,071.25.

The total revenue derived from the government works for the past fiscal year was as follows:—

From railways \$6,627,255.51, and from canals, \$79,536.51, of which the sum of \$72,701.28 was derived from hydraulic rents.

By Orders in Council of April 27, and May 19, 1903, tolls for passage through any of the government canals were abolished, the exemption, which was by way of experiment, to continue in force for the two seasons of navigation of 1903 and 1904, only.

The total government expenditure on railway construction prior to and since confederation (July 1, 1867), up to July 1, 1904, amounts, on capital account, to \$142,648,039.09, which includes the sum of \$25,000,000 granted (from capital) to the Canadian Pacific Railway Company for its main line. In addition there has been expended from the consolidated fund a total of \$139,556,724.15, including \$31,341,933.16, paid as subsidies to railways other than the Canadian Pacific Railway, and \$107,110,755.93, for working expenses of the government railways, making a total expenditure of \$282,204,763.24. Of this amount the sum of \$13,881,460.65 was expended on construction works prior to confederation, on portions of what is now the Intercolonial Railway system.

The total revenue received from the government railways from July 1, 1867, to July 1, 1904, amounts to \$97,569,608.11.

The government expenditure on canals from July 1, 1867, to July 1, 1904, amounts, on capital account, to \$87,223,164.67, and from the consolidated fund to \$21,090,389.93, making a total of \$108,313,554.60.

The total revenue derived from canals during the same period is \$13,320,222.95.

The total expenditure on railways and canals up to July 1, 1904, is, as above, \$390,518,317.84, to which must be added for miscellaneous expenditures, embracing both, \$629,294.59; making a grand total of \$391,147,612.43.

The total revenue derived from railways and canals from July 1, 1867, to July 1, 1904, is \$110,889,831.06.

Details of the above will be found in the statements of the accountant of the department, Part II., pages 3 to 49, inclusive.

RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the Federal Government, and others towards the construction of which subsidies have been granted or authorized.

In an appendix will be found a special statistical report, embodying returns for the fiscal year ended June 30, 1904, made by Canadian railway companies, as required by statute. This report gives detailed information as to railway operations in Canada, including the government roads, of which the following is a summary :—

Steam Railways.

The number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island Railways, at the close of the fiscal year, June 30, 1904, was 191; some of these, however, are amalgamated or leased, making the total number of controlling companies 85, not including the government railways. The number of companies absorbed by amalgamation was 54, and the number of leased lines was 38.

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On June 30, 1904, the number of miles of completed railway was 19,611, an increase of 534 miles, besides 3,327 miles of sidings. The number of miles laid with steel rails was 19,545, of which 763 miles was double track. The number of miles in operation was 19,431.*

The paid-up capital amounted to \$1,186,546,918, an increase of \$39,996,149.** The gross earnings of the year amounted to \$100,219,436, an increase of \$4,154,909, and the working expenses aggregated \$74,563,162, an increase of \$7,081,638, compared with those of the previous year; leaving the net earnings \$25,656,274, a decrease of \$2,926,729. The number of passengers carried was 23,640,765, an increase of 92,023, and the freight traffic amounted to 48,097,519 tons, an increase of 724,102 tons. The total number of miles run by trains was 61,312,002, an increase of 929,082.

The rolling stock comprised: For passenger service, 2,149 cars; for freight service, 84,422, including 54,877 box and cattle cars; and for operation and maintenance service 4,157, making a total of 90,728 cars. Of these, 75,273 were equipped with air-brakes, and 80,585 were fitted with automatic couplers, an increase of 4,049 over the previous year. The locomotives numbered 2,768.

The accident returns show a total of 395 persons killed, 25 being passengers, 192 employees and 178 others, and, in addition, 1,405 injured, of whom 234 were passengers, 912 employees and 259 others. By train collisions and derailments 8 passengers, 60 employees and 9 others were killed, and 130 passengers, 165 employees and 14 others were injured. Through jumping on and off trains or engines in motion, 7 passengers, 7 employees and 7 others were killed, and 57 passengers, 84 employees and 30 others were injured. Through walking, lying or being on the track, 5 passengers, 41 employees and 103 others were killed, and 59 employees and 95 others were injured. Through falling from cars or engines, 5 passengers, 34 employees and 8 others were killed, and 17 passengers, 130 employees and 14 others were injured. Through being struck by engines or cars at highway crossings, 1 employee and 36 others were killed, and 3 passengers, 6 employees and 56 others were injured. In the work of coupling cars, 11 employees were killed, and 2 passengers, 162 employees and 3 others were injured, a total of 178, as against 211, 241, 290 and 363 in the four preceding years, respectively; a very satisfactory testimony to the efficiency and value of the automatic car coupler, now, happily, growing into general use.

By the Railway Act, 1903, section 211 (c.) railway companies are required to provide and use on their engines and cars 'couplers which couple automatically by impact, and which can be uncoupled without the necessity of men going in between the ends of the cars.' They are allowed, however, until January 1, 1906, for fitting with such couplers cars built prior to the passage of the Act.

*Of this mileage the Canadian Pacific Railway comprised 8,062 miles (4,742.40 owned and 3,319.60 leased); the Grand Trunk Railway 3,168.60 miles; the Intercolonial 1,342.26 miles, including the Windsor Branch; the Canada Atlantic 458.60 miles (400.30 miles owned, and 58.30 leased) and the Canadian Northern 1,349.60 miles (998.65 owned, and 350.95 leased).

**The main items of this increase are the following: Canadian Northern, \$1,959.20; Canadian Pacific, \$13,486,685; Grand Trunk, \$7,906,002; Intercolonial, \$1,880,856.

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Electric Railways (including Street Railways and Tramways).

At the close of the fiscal year ended June 30, 1904, there were 767 miles completed, of which 745 miles were laid with steel rails, 188 miles being double tracked. The paid-up capital amounted to \$50,399,188, of which the municipal aid amounted to \$173,000 (including \$100,000, subscription to shares, and \$40,000, loan). The number of miles in operation was 745, the actual increase being 58 miles, as a portion of the mileage returned in the previous year was double track. The gross earnings aggregated \$8,453,609, an increase of \$1,219,932, and the working expenses \$5,326,517, an increase of \$853,659, leaving the net earnings \$3,127,092, an increase of \$366,273. The number of passengers carried was 181,689,998, † an increase of 26,027,186, and the freight carried amounted to 400,161 tons, an increase of 28,875 tons. The car mileage was 42,066,124, an increase of 4,037,595 miles. The accident returns show a total of 53 persons killed during the year, 10 being passengers, 3 employees and 40 others. In addition, 844 persons were injured. Of these 508 were passengers, 64 employees and 272 others; 1 employee and 2 others were killed, and 35 passengers, 10 employees and 8 other persons injured in collisions and derailments; 2 passengers were killed, and 307 passengers, 4 employees and 2 other persons injured through jumping on or off the cars when in motion; 1 passenger and 21 others were killed, and 7 passengers, 1 employee and 102 other persons were injured through walking or being on the track; 4 passengers and 1 other person were killed, and 118 passengers and 25 employees injured through falling from cars; 3 passengers, 2 employees and 15 other persons were killed and 20 passengers, 2 employees and 145 other persons were injured by being struck by engines or cars at highway crossings. There were 8 employees injured by the work of coupling cars, and 3 employees injured while at work near track making up trains. Power was supplied in 12 cases by water, and in 30 cases by steam. Ontario has 375 miles, Quebec 253, New Brunswick 13, Nova Scotia 44, Manitoba 28, and British Columbia 51 miles. Returns were received from 49 companies.

All Railways, Steam and Electric.

At the close of the fiscal year ended June 30, 1904, the conjoined statistics of steam and electric roads (including street railways) show the following results: The number of companies was 240. There were 20,378 miles of railway completed, 20,176 miles being in operation. The paid-up capital amounted to \$1,236,946,106. The gross earnings were \$108,673,045, and the total working expenses \$79,889,679, making the net earnings \$28,783,366. 205,330,763 passengers, and 48,497,680 tons of freight were carried; 35 passengers were killed.

Again this year trouble has been experienced owing to the dilatory manner in which returns are made by companies, the work of compiling these railway statistics being thus greatly impeded, and the issue of the departmental report much delayed.

†The city street railways and their extensions carried passengers as follows: Montreal (3 companies), 62,276,903; Toronto (5 companies), 58,697,920; Ottawa, 7,649,850; Quebec, 5,179,091; Hamilton (4 companies), 6,673,878; Winnipeg, 7,763,562; London, 4,104,719; Halifax, 3,369,280; St. John, 1,396,389; and Vancouver, Victoria and New Westminster (operated, and returns made, by one company), 8,869,486.

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No returns whatever have been received from the following three companies, namely,—

Lenora and Mount Sicker Railway Company, (B.C.)

Princeton Branch of the Washington County Railway Company (U.S.)

St. Thomas Electric Street Railway.

In the case of the following companies, returns were not received until after the 27th of December, 1904,—too late to be included, namely:—

Hampton and St. Martin's Railway Company of New Brunswick.

New Brunswick Coal and Railway Company.

Fredericton and St. Mary's Railway Bridge Company.

Quebec Southern Railway Company.

The figures of last year's return have been used this year in all the above cases, except for the Princeton Branch and the St. Thomas Electric Street Railway, for which no figures were obtainable.

In the case of the Metropolitan Electric Railway, Toronto, no return was given as to number of passengers carried nor as to miles run; the figures of last year for these items have been used.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are: The Intercolonial, the Windsor Branch (maintained only), and the Prince Edward Island Railway.

Details respecting these railways and their operations will be found in the appendices, Part I., containing reports from the chief engineer of the department, the general manager of government railways, and the officials of these roads.

The gross earnings of all the government roads for the past fiscal year, 1903-04, amounted to \$6,627,255.51, and compared with those of the preceding year, show an increase of \$42,656.74. The gross working expenses amounted to \$7,599,958.57, an increase of \$1,126,824.37.

The net loss on the operations of the year was \$972,703.06.

The Intercolonial produced a loss of \$900,750.61; the Windsor Branch (one-third of total earnings), a profit of \$29,352.96, and the Prince Edward Island a loss of \$101,305.41.

The above figures include rental, \$140,000, paid for the extension of the Intercolonial into Montreal.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169'81 miles to the operation of the government

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line; its length being now 1,320'92 miles, as against 1,314'67 miles in the previous year, the addition being due to the completion of the Rivière Ouelle Branch.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vict., chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Léonard to Nicolet was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

The accountant of the railway has dealt with the rental paid under the Grand Trunk Railway lease (the only one now remaining), as an addition to the ordinary working expenses, and, in his comparative statement of averages for each year, both with the rental included, and also with the rental omitted. The statements of the general manager, however, are based on figures from which the rental is omitted. This explanation will cover any seeming discrepancy of statement in the matter. The accountant of the department, in his statements (Part II.), includes the rental, and it is also included in my present report.

CAPITAL ACCOUNT.

During the fiscal year there was an addition of \$1,880,856.60 to the capital expenditure, making the total expenditure chargeable to capital on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50 (1891) and 62-63 Vic., chaps. 5 and 6 (1899), up to July 1, 1904. \$72,735,935.80.

The additions made during the past fiscal year included (omitting cents) the following items: For increased accommodation at Sydney, \$25,682; for strengthening bridges, \$164,928; for increased accommodation at Lévis, \$62,107; for air brakes to freight cars, \$24,990; to exchange draw bars on freight cars, \$46,000; for rolling stock, \$643,020; new superstructure for the Restigouche bridge, \$95,106; for extension to Moncton repair shop, \$26,377; for engine house, car shop, &c., at Rivière du Loup, \$48,805; for engine house, &c., at Chaudière Junction, \$48,475; for increased accommodation at St. John, \$67,355, at Halifax, \$105,762, at Moncton, \$95,198, at Ste. Flavie, \$27,472; for a spur line from railway to wharf at Rivière Ouelle, \$32,369; for double-tracking parts of line, \$85,138, and for steel rails and fastenings, \$50,356. Details will be found in the reports of the general manager and other officers in Part I. of the Appendices.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$6,339,231.43, an increase of \$14,907.71, and the working expenses to \$7,239,982.04 (including \$140,000 paid as rental for the extension into Montreal), being an increase of \$1,043,328.85 in comparison with the previous year, when the same rental was paid. The expenditure exceeded the earnings by \$900,750.61. There was an increased expenditure of \$440,761.50 for locomotive power; of \$369,070.28 for car expenses; of \$105,322.89 for

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maintenance of way and works; of \$88,726.18 for station expenses, and of \$40,563.02 for general charges.

Comparing the earnings with those of the previous year, the passenger traffic produced \$2,021,568.40, or 31.89 per cent of the gross earnings, an increase of \$93,651.43; the freight traffic amounted to \$4,041,122.48, or 63.75 per cent of the gross earnings, a decrease of \$87,132.52, and the carriage of mail and express freight produced \$276,540.55, or 4.36 per cent of the gross earnings, an increase of \$8,388.80. The earnings per mile of railway were \$4,799.10, a decrease of \$11.46.

The working expenses per mile of railway were \$5,481.02, an increase of \$707.56, and per train mile 111.32 cents, and increase of 13.67 cents. These figures include the rental of the leased extension to Montreal. The mileage of the railway was 1,320.92 miles against 1314.67 miles the preceding year.

GENERAL OBSERVATIONS.

The traffic of the road during the past year in comparison with that of the preceding year is indicated by the following statement of the principal items comprised in it:—

The number of passengers carried was 2,663,156, an increase of 258,926. Of this increase 192,830 were local and 66,096 through passengers. Of freight, 2,664,149 tons, a decrease of 126,538 tons, the local freight having fallen off by 116,732 tons and the through freight by 9,866 tons.

Of flour and meal, 1,607,050 barrels were carried, an increase of 85,510, and of grain 2,788,772 bushels, a decrease of 603,480. Lumber showed an increase of 6,148,214 superficial feet, the quantity carried being 465,379,803 feet. Of live stock, 113,006 head were carried, being a decrease of 14,054 head. 694,761 tons of coal, a decrease of 55,315 tons, were carried, and there was a decrease of 1,394 tons of cordwood, the quantity being 53,606 cords. Of manufactured goods 522,410 tons, a decrease of 68,116 tons, were carried. There was an increase of 700,938 tons in the quantity, 1,194,163 tons, of other articles transported, which included 44,920 tons of refined sugar, an increase of 13,809 tons, though raw sugar showed a decrease of 8,604 tons; only 8,727 tons being moved; 11,068 tons of fresh fish, an increase of 779 tons; salt fish, of which 8,996 tons were carried, showing a decrease of 2,499 tons.

Ocean borne goods, other than deals, to and from Europe via Halifax, aggregated 174,520 tons, an increase of 35,889 tons. Of this 146,070 tons were local traffic.

The winter was very severe and stormy, and the consequent expenditure was considerably increased, being \$130,652.35, an increase of \$41,171.65.

One hundred and sixty-two miles of the road were relaid with 80-pound steel rails and 44 miles with 67-pound rails.

One hundred and twelve additional freight cars were fitted with the Westinghouse air brakes, making the total number so fitted 4,426.

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The rolling stock at the close of the fiscal year comprised, amongst other items, 302 locomotives, 31 first and 31 second-class sleepers, 5 parlour and 7 dining cars, 117 first and 93 second class passenger cars, 5,486 box cars, 84 refrigerator cars, 2,686 platform, 999 hopper, 542 coal and 123 stock cars, 49 snow ploughs and 22 flangers.

The value of stores on hand at the close of the fiscal year, including fuel and steel rails and fastenings, was \$1,423,356.55.

The railway works and rolling stock have been maintained at a satisfactory standard of efficiency.

Details of works executed and various financial and other items of information will be found in the appendices hereto.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The Company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all costs of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends, for a further term of 21 years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of works are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial Railway.

The gross earnings of the government (one-third of gross receipts) credited to this branch, amounted to \$53,634.05, an increase of \$11,073.24. The expenses of maintenance amounted to \$24,281.09, an increase of \$6,437.90, leaving a profit to the government of \$29,352.96.

The road has been maintained in good order. Details will be found in the appendices.

PRINCE EDWARD ISLAND RAILWAY.

The mileage of this railway in operation was the same as in the previous year, namely, 209 miles.

CAPITAL ACCOUNT.

The total cost of the road and equipment chargeable to capital account at the close of the past fiscal year was \$6,128,116.80; there being an addition during the year of \$695,877.47; the principal items being an expenditure of \$226,248.22 on the branch to Murray Harbour, and \$415,982.76 for a combined railway and carriage bridge over

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the River Hillsborough, Charlottetown; \$10,895.74 was expended on the straightening of the line at Curtis creek, and \$21,580.30 on air brakes and signals.

REVENUE ACCOUNT.

The gross earnings amounted to \$234,390.03, and the working expenses to \$335,695.44, the expenditure in excess being \$101,305.41.

Compared with the previous year, the gross earnings show an increase of \$16,675.79, and the working expenses an increase of \$76,057.62. The railway carried 224,567 passengers, an increase of 19,302, producing \$102,378.49, an increase of \$7,141.37. Of freight there were carried 86,286 tons, an increase of 5,704 tons, producing \$114,061.59, an increase of \$7,541.87. The earnings from mails and sundries amounted to \$17,049.95, an increase of \$1,992.55.

The train mileage (the number of miles run by trains) was 310,785, an increase of 19,522 miles.

The cost per train mile was 108.01 cents, an increase of 18.87 cents; and the cost per mile of railway \$1,606.09, an increase of \$443.10.

The value of stores on hand at the close of the fiscal year, including fuel and rails, was \$99,809.77.

The road, with its buildings and rolling stock, has been efficiently maintained.

Details of operation will be found in the appendices (Part I), including the reports of the superintendent and other officers.

SURVEY FOR A RAILWAY TO GIVE ACCESS TO THE YUKON DISTRICT.

In the annual report for the fiscal year 1900-01, will be found a full report from the engineer in charge on this subject and also (on p. xv) a summary of the work done and the conclusions arrived at. Previous reports were printed in the annual reports for the years 1898-99 and 1899-1900.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement, dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson, or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division between Winnipeg, or some point on the said eastern division and the Pacific ocean. The eastern division

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is to be constructed by the government under four commissioners to be appointed by the Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000. .

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The Board of Commissioners has been duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa. A number of survey parties have been sent out, both by the company and by the government.

RAILWAY SUBSIDIES.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been fully earned and paid prior to July 1, 1903.

A tabulated statement of payments will be found in Part II., and a list of subsidy agreements entered into during the fiscal year in Part IV.

The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the session of 1895, 1896, 1898 and 1902.

Information has been brought down to the end of the fiscal year 1903-1904, only, but, in supplement, the following list shows also the additional contracts entered into, and the payments made, between that date and December, 1904.

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SUBSIDY CONTRACTS DURING 1903-1904 TO JUNE 30, 1904.

Bay of Quinté Railway Company.—Extension of railway from a point near Actinolite to a point in township of Marmora, Hastings county, 20 miles; contract dated January 23, 1904.

Beersville Coal Railway Company.—From Adamsville to a point near Brown's Landing or Beersville, 7 miles; contract dated June 24, 1904.

Canadian Northern Railway Company.—From Grandview to Edmonton, 620 miles; and Prince Albert Branch, 100 miles east from Prince Albert; contract dated July 29, 1903.

Canadian Northern Railway Company.—From a point on line of Winnipeg Great Northern Railway north of Swan River to Prince Albert, N.W.T., 100 miles; contract dated December 7, 1903.

Canadian Northern Railway.—In further extension north of Swan River towards Prince Albert, 100 miles; contract dated December 7, 1903,

Canadian Pacific Railway Company.—From a point on main line between Moosomin and Elkhorn to neighbourhood of Pheasant Hills, 136 miles; contract dated January 14, 1904.

Chateauguay and Northern Railway Company.—From a point on main line near l'Epiphanie to village of Rawdon, 16 miles; contract dated December 12, 1903.

Canadian Bridge Company *et al.*—St. Francis River bridge; contract dated December 21, 1903.

Canadian Bridge Company *et al.*—For completion of foundation and approaches of St. Francis River bridge; contract dated December 21, 1903.

Central Counties Railway Company.—From Hawkesbury, Ont., to South Indian, 35 miles; contract dated December 26, 1903.

Edmonton, Yukon and Pacific Railway Company.—From Strathcona to Edmonton, 50 miles; contract dated June 24, 1904.

Grand Trunk Pacific Railway Company.—From Winnipeg to Port Simpson (W. Division), &c.; contract dated July 29, 1903.

Grand Trunk Pacific Railway Company.—From Winnipeg to Port Simpson (W. Division), &c.; contract dated February 18, 1904.

Halifax and South-Western Railway Company.—From Halifax to Mahone Bay, 68 miles; contract dated November 9, 1903.

Halifax and South-Western Railway Company.—From Bridgewater towards Barrington Passage; also a line to Barrington Passage, in addition, 77 and 35 miles; contract dated November 9, 1903.

Halifax and South-Western Railway Company.—From New Germany to Caledonia, 22 miles; contract dated November 9, 1903.

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Halifax and South-Western Railway Company.—From Caledonia to Liverpool, 29 miles; contract dated November 9, 1903.

International Railway Company of New Brunswick.—For extension of line to a point on St. John River between Grand Falls and Edmundston, 33 miles; contract dated January 15, 1904.

Inverness Railway and Coal Company.—From Cheticamp to point between Broad Cove and Point Tupper, 37 miles; contract dated November 9, 1903.

Inverness Railway and Coal Company.—From Point Tupper to Broad Cove, 8 miles; contract dated November 9, 1903.

Lindsay, Bobcaygeon and Pontypool Railway Company.—Between Buckton and Bobcaygeon, 40 miles; contract dated March 14, 1904.

Middleton and Victoria Beach Railway Company.—From Victoria Beach to Middleton, 41 miles; contract dated December 28, 1903.

Nova Scotia Eastern Railway Company.—(1) New Glasgow to Cross Roads, 116 miles; (2) Dartmouth to Melrose through Musquodoboit Valley, 120 miles; total, 236 miles; contract dated April 15, 1904.

Ottawa, Northern and Western Railway Company.—From Aylmer to Hull, Que., 9 miles; contract dated July 10, 1903.

Ottawa, Northern and Western Railway Company.—From end of 62nd mile towards Desert, 20 miles; contract dated August 25, 1903.

Ottawa, Northern and Western Railway Company.—Unearned balance of subsidy upon the 62 miles from Hull towards Desert; contract dated August 25, 1903.

Quebec Bridge and Railway Company.—Quebec Bridge approaches and terminals; contract dated October 19, 1903.

Restigouche and Western Railway Company.—From Campbellton, on Intercolonial Railway, towards Grand Falls, 20 miles; contract dated February 17, 1904.

South Shore Railway Company (Quebec).—St. Francis River Bridge; contract dated December 21, 1903.

South Shore Railway Company (Quebec).—For completion of foundation and approaches of St. Francis River Bridge; contract dated December 21, 1903.

St. Mary's River Railway Company.—From Spring Coulee to Cardston, 16 miles, and from a point on this line near irrigation canal, 16 miles, a total of 32 miles; contract dated March 14, 1904.

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SUBSIDIES PAID DURING THE FISCAL YEAR ENDED JUNE 30, 1904.

| | |
|----------------------------------------------------------------------------------------------------|----------------|
| Atlantic and Lake Superior Railway, Quebec | \$ 37,000 00 |
| Atlantic and North-western Railway | 186,600 00 |
| Bay of Quinté Railway, Ontario | 49,920 00 |
| Canadian Northern Railway Company, Ontario | 374,156 00 |
| Canadian Pacific Railway (Kootenay and Arrowhead branch) | 17,842 85 |
| Canadian Pacific Railway (Pheasant Hills branch) | 378,624 00 |
| Canadian Pacific Railway (Waskada branch) | 13,520 00 |
| Cape Breton Railway Extension Company, N.S. | 117,120 00 |
| Chateauguay and Northern Railway, Quebec | 191,595 00 |
| Coast Line of Nova Scotia, now Halifax and Yarmouth Railway | 9,600 00 |
| Halifax and South-western Railway, N.S. | 185,422 00 |
| Inverness and Richmond Railway, N.S. (now Inverness Railway and Coal Company) | 57,170 44 |
| Midland Railway Company, Nova Scotia | 1,750 00 |
| New Brunswick Coal and Railway, N.B. | 48,000 00 |
| Northern Colonization Railway, Quebec | 58,384 00 |
| Ottawa, Northern and Western Railway, Quebec (for- merly Ottawa and Gatineau Railway) | 118,368 00 |
| Restigouche and Western Railway, N.B. (now Inter- national) | 30,208 00 |
| Schomburg and Aurora Railway, Ontario | 46,144 00 |
| South Shore Railway, Quebec | 80,494 16 |
| St. Mary's River Railway Company, N. W. T. | 40,960 00 |
| Tilsonburg, Lake Erie and Pacific Railway, Ontario | 4,000 00 |
| | <hr/> |
| | \$2,046,878 45 |

ADDITIONAL SUBSIDY CONTRACTS FROM JULY 1, 1904, TO DECEMBER 31, 1904.

Bracebridge and Trading Lake Railway Company.—From Bracebridge, in Muskoka, to a point near Baysville, Ont., 15 miles; contract dated October 7, 1904.

Bruce Mines and Algoma Railway Company.—From Gordon Lake Station to Rock Lake, 6 miles; contract dated October 20, 1904.

Cape Breton Railway Company, Limited.—From St. Peter's to Louisburg, 50 miles; contract dated October 5, 1904.

Chateauguay and Northern Railway Company.—Balance of subsidy for bridge from Bout de l'Île to Charlemagne; contract dated November 12, 1904.

Chateauguay and Northern Railway Company.—Additional grant for Bout de l'Île bridge; contract dated November 12, 1904.

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James' Bay Railway Company.—From Toronto to Sudbury, Ont., 265 miles; contract dated September 8, 1904.

Kootenay and Arrowhead Railway Company.—From Lardo towards Upper Arrow Lake, in lieu of subsidy granted by chap. 7, 1901, section 2, item 28, 30 miles; contract dated October 20, 1904.

Minudie Coal Company, Limited.—From a point on Joggins Railway to village of Minudie, 6 miles; contract dated October 28, 1904.

Quebec and Lake St. John Railway Company.—From La Tuque, on St. Maurice River, to a point on Lake St. John Railway near River Jeannotte, 35 miles; contract dated October 12, 1904.

ADDITIONAL SUBSIDY PAYMENTS FROM JULY 1, 1904, TO DECEMBER 31, 1904.

| | |
|----------------------------------------------------------------------|--------------|
| Algoma Central and Hudson Bay Railway. | \$331,378 76 |
| Atlantic and Lake Superior Railway. | 43,131 85 |
| Atlantic and North-west Railway. | 93,300 00 |
| Canadian Pacific Railway (Kootenay and Arrowhead Branch). | 4,176 15 |
| Lindsay, Bobcaygeon and Pontypool Railway. | 123,840 00 |
| | <hr/> |
| | \$595,826 76 |

GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after the title of the company refer to the lists of railways for which subsidies have been authorized by parliament, year by year, from the commencement of the system of railway subsidy in 1882, in the appendices hereto.)

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy.

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The following shows the aggregate of the payments made on subsidy account:—

To the above there have to be added the following exceptional subsidies:—

The Canadian Pacific Railway extension from St.

Total subsidies paid from 'Consolidated Fund' up

The main line subsidy to the Canadian Pacific Rail-

Total paid as subsidies.... . \$56,341,931 16+

* In these amounts the subsidy of \$186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.

+ There was an error in the corresponding figures in last year's report, which is now rectified.

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NOTE.—The names, locations and mileage of the several railways of the Dominion, together with those of the branch lines composing their system, will be found in the 'Railway Statistics,' Appendix No. VI. of the present report.

Albert Southern Railway Company.

(See Annual Report of 1891-92.)

Algoma Central and Hudson Bay Railway Company.

(See Nos. 437 and 479.)

This company was incorporated as 'The Algoma Central Railway Company' by the Act 62-63 Vic., chap. 50 (1899), with powers to construct a line of railway from the town of Sault Ste. Marie to a point on the Canadian Pacific Railway at or near Dalton Station, and thence south-westerly to Michipicoten Harbour, Lake Superior.

These powers were amended by the Act 63-64 Vic., chap. 49 (1900), and the company were empowered to build a railway from Sault Ste. Marie to a point between the rivers Magpie and Michipicoten, and thence to the main line of the Canadian Pacific Railway, and southerly to Michipicoten Harbour.

By the Act 1 Ed. VII., chap. 46 (1901), the name of the company was changed as above, and they were empowered to build an extension of their railway from a point on the Canadian Pacific Railway northerly to some point on James Bay, not further north than Equam river.

By the Railway Subsidy Act of 1899, 62-63 Vic., chap. 7, item 23, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for 40 miles of a railway from Sault Ste. Marie towards Michipicoten river and harbour, and towards the Canadian Pacific Railway.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 28, 1901, under authority of orders in council dated May 30 and August 10, 1901.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 4, the grant of a similar subsidy to the company was authorized for an extension of 25 miles from the end of the 40 miles section above mentioned, and also for 25 miles from Michipicoten harbour towards the main line of the Canadian Pacific Railway.

Under authority of an order in council, dated January 6, 1902, a contract was entered into with the company on February 5, 1902, for the work so subsidized.

By the Railway Subsidy Act of 1901, chap. 7, item 20, the grant of a similar subsidy was authorized for a further distance, not exceeding 135 miles, to a point on the Canadian Pacific Railway at or near White River, and a contract was entered into with the company accordingly on October 15, 1902.

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During 1902-03 there was paid to the company the sum of \$202,912, making the total payments \$583,536, up to June 30, 1903.

No further payments were made up to June 30, 1904.

Atlantic and Lake Superior Railway Company.

(See No. 524.)

This company was incorporated by the Act 56 Vic., chap. 39 (1893), with powers to construct or acquire a line of railway from a point at or near Gaspé bay in the province of Quebec, to a point at or near the St. Mary river in the district of Algoma, in the province of Ontario, and was authorized to enter into agreement with certain companies named for the purchase or lease of their railways, in whole or in part, and their franchises, between the points named.

Agreements were made by the company, and were confirmed by Parliament by the Act 57-58 Vic., chap. 63 (1894), as follows:—

(1) For the purchase of the Baie des Chaleurs Railway Company's railway and appurtenances and their franchises. (2) For the use of a bridge to be constructed across the River St. Lawrence, opposite the city of Montreal, to be built by the Montreal Bridge Company. (3) For the purchase of the Great Eastern Railway between Yamaska and St. Gregoire, in the province of Quebec. (4) For the purchase from the Ottawa Valley Railway Company of their railway between Lachute and St. Andrew's in the province of Quebec, and their franchises. The Act provided that the railways named should be completed within three years, and the bridge within five years.

Difficulties, however, arose; the property of the Atlantic and Lake Superior Railway Company was ultimately vested in trustees of the bondholders, who, by the Act 1 Ed. VII., chap. 48, 1901, were authorized, notwithstanding anything contained in any Act of Parliament, to repair and renew the road-bed and bridges of the railway between Metapedia and Caplin, and to construct the railway from Caplin to a point near Paspebiac; such powers of construction to be exercised before December 31, 1902; also to operate the railway between Metapedia and Paspebiac, the Baie des Chaleurs division.

By the Subsidy Act of 1901, 1 Ed. VII., chap. 7, item 9, the grant of a subsidy was authorized for the 30 miles between Caplin and Paspebiac, namely, of \$3,200 a mile, with a further subsidy of 50 per cent of cost in excess of \$15,000 a mile; in all, not exceeding \$6,400 a mile; the subsidy contract to be made 'with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company.' The Act provided for payment out of the subsidy, 1st, for certain bridge superstructures, the amount being limited to \$35,000; 2nd, for the completion of the road-bed; 3rd, towards payment of claims for labour, materials, and supplies in that connection.

Under date July 25, 1901, a subsidy contract was entered into accordingly. The road was completed, and, on inspection, was so reported in June, 1903. The question of the amount of subsidy earned remained to be decided, involving decision as to the actual, necessary and reasonable cost of this 30 miles of railway.

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During the past fiscal year payments were made to the extent of \$37,000, making a total of \$14,153.98 to June 30, 1904. Of this total, \$32,153.98 was for bridge superstructures and \$72,000 to the trustees for road-bed completion.

It has to be observed that, as stated in the annual report of the department for the year 1894-95, subsidy has been paid to the Baie des Chaleurs Railway Company for the portion of this railway from Metapedia eastwardly towards Paspébiac, 70 miles, to the extent of \$620,000.

Atlantic and North-west Railway Company.

(See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of \$186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to June 30, 1904, is \$2,799,000. Payment is made by the Department of Finance direct.

Baie des Chaleurs Railway Company.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

The Bay of Quinté Railway Company.

(See Nos. 434 and 581.)

This company was incorporated by the Dominion Act of 1881, chap. 46, under the name 'The Bay of Quinte Railway and Navigation Company,' with powers to construct a line of railway from Mill Point, county of Hastings, on the Bay of Quinté, to a point of junction with the Grand Trunk Railway.

By the Act of 1896 it was empowered to amalgamate with the Kingston, Napanee and Western Railway Company (formerly the Napanee, Tamworth and Quebec Railway Company), under the name of the Bay of Quinte Railway Company. Its powers were extended to cover the construction of branch lines, not exceeding 20 miles in length, each to connect with mines and mineral lands, and by the Act of 1900, chap. 50, extensive powers were conferred for development of electrical power, and for mining and timber industries. Their powers of construction were extended to June 14, 1905.

By the Subsidy Act of 1899, chap. 7, item 20, as amended by clause 9 of the Subsidy Act of 1900, chap. 8, the grant of aid was authorized to the extent of \$3,200 per mile for 10 miles, for extensions, branches and additions to connect their lines of railway or to connect the said lines or connecting lines with iron or other mines or mineral or wood lands in certain counties named. This was in lieu of part of the balance of subsidy granted to the Kingston, Napanee and Western Railway in 1892.

Under date of December 30, 1902, a subsidy contract was entered into with them accordingly.

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By the Subsidy Act of 1899, cap. 7, item 45, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for an extension, not exceeding 2 miles, of the company's line, westerly, from a point at or near Richmond Boundary Road, near Deseronto, and also for an extension from the end of the said two miles, northerly, for a distance not exceeding 3 miles.

Under date of December 30, 1903, a separate contract was entered into with the company for each of these two sections.

During the fiscal year 1902-03 payment has been made of \$19,200 for the six miles between Deseronto and Napanee, under the subsidy granted by item 20 of the Act of 1899.

By the Subsidy Act of 1903, chap. 57, item 37, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on the average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for further extension of the company's line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

Under date of January 23, 1904, a subsidy contract was entered into with the company for the construction of this extension.

During the past fiscal year there has been paid \$49,920, making the total payments to this company on subsidy account \$69,120, up to June 30, 1904; but there had been previously paid to the Kingston, Napanee and Western Railway Company a total of \$208,732.80.

Beauharnois Junction Railway Company.

(See Annual Report of 1895-96.)

Beersville Coal and Railway Company.

(See No. 604.)

This company was incorporated by the Act of New Brunswick, 3 Edward VII., chap. 94 (1903), with power to construct a railway from Adamsville on the Inter-colonial Railway to a point at or near Brown's Landing or Beersville, and also to carry on the business of coal mining in all its branches, and other privileges in connection therewith.

By the Subsidy Act of 1903, chap. 57, item 60, a subsidy was authorized for 7 miles of the company's railway from Adamsville to Brown's Landing or Beersville, \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile.

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The company were admitted to contract on June 24, 1904, the road to be completed by January 1, 1905.

No payments have been made up to June 30, 1904.

Belleville and North Hastings Railway Company.

(See Annual Report of 1888-89.)

Boston and Nova Scotia Coal Company.

(See Annual Report of 1895-96.)

Bracebridge and Trading Lake Railway Company.

This company was incorporated by the Act 63 Vic., chap. 109 (Ontario), with powers to construct a line of railway to be operated by steam or electricity, or partly by steam and partly by electricity, from a point in the town of Bracebridge to some point in the township of McLean, a distance of about fourteen miles, and to construct, extend and operate a continuation or branch of such railway from Bracebridge to some point on Muskoka Lake at or near Beaumaris, in the township of Monck, a distance of about ten miles, all in the district of Muskoka.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ont., not exceeding 15 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on December 30, 1902, under authority of Order in Council, dated April 6, 1903.

No payments have been made up to June 30, 1904.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Annual Report of 1896-97.)

Brantford, Waterloo and Lake Erie Railway Company.

(See Annual Report of 1895-96.)

Bruce Mines and Algoma Railway Company.

(See Annual Report of 1902-03.)

Buconche and Moncton Railway Company.

(See Annual Report of 1893-94.)

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Calgary and Edmonton Railway Company.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

Canada Atlantic Railway Company.

(See Annual Report of 1888-89; also see in present report under head of Ottawa, Arnprior and Parry Sound Railway Company.)

Canada Eastern Railway Co. (formerly Northern and Western Railway Company of New Brunswick).

(See Annual Reports of 1894-95 and 1899-1900.)

Canadian Bridge Company.

(See South Shore Railway Company, Quebec.)

Canadian Northern Railway Company.

(See Nos. 446, 493.)

By the Dominion Act 62-63 Vic., chap. 57 (1889), authority was granted for the amalgamation of the Winnipeg Great Northern Railway Company (formerly the Winnipeg and Hudson's Bay Railway and Steamship Company, the name of which was by the Act of 1887, chap. 81, changed to the Winnipeg and Hudson Bay Railway Company), and the Lake Manitoba Railway and Canal Company, under the name of the Canadian Northern Railway Company, and the agreement for such amalgamation was confirmed; authority also was given for the construction of a railway from Prince Albert to Edmonton, also a branch from a point on that line to the Peace river, together with certain other branch lines.

The Dominion Act 1 Ed. VII., chap 52 (1901), confirmed certain agreements for amalgamation of the Manitoba and South-eastern Railway Company and the Ontario and Rainy River Railway Company with the above company; it also granted authority to construct certain lines of railway described.

By the Dominion Act 1 Ed. VII., chap 53 (1901), authority was granted to the above company, to lease, with the option of purchase the Northern Pacific and Manitoba Railway, the Winnipeg Transfer Railway Company, Limited, the Portage and North-western Railway Company, and the Waskada and North-eastern Railway Company.

By the Dominion Subsidy Act 62-63 Vic. (1889), chap 7, item 32, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 100 miles of railway from a point on the Winnipeg Great Northern Railway north of Swan river to Prince Albert, N.W.T.

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By the Dominion Subsidy Act 63-64 Vic. (1900), chap 8, item 18, the grant of a similar subsidy for 100 miles of railway in further extension of the company's line from north of Swan river towards Prince Albert, was authorized.

The company having applied, they were admitted to contract under both subsidies, the two agreements being dated December 7, 1903.

The payments made to this company under the aforesaid agreements aggregate the following amounts :—

For the Ontario and Rainy River Railway (see the Annual Report for 1902-03), \$1,534,976, all paid prior to June 30, 1903.

For the Prince Albert Branch, \$374,156.

The total of the above payments amounts to \$1,909,132, up to June 30, 1904.

By the Special Act 3 Ed. VII., chap 7, (1903), assistance was granted for the extension of the company's railway for 620 miles from Grandview, the terminus of their Gilbert Plains branch to Edmonton, and for a distance of 100 miles east of Prince Albert to Prince Albert by guaranteeing the principal and interest at 3 per cent per annum of first mortgage bonds and other securities to the extent of \$13,000 a mile, the principal to be payable in 50 years from the passage of the Act.

Under date July 29, 1903, a trust mortgage between the Canadian Northern Railway Company, the British Empire Trust Company, Limited, the National Trust Company, Limited, and His Majesty was executed in pursuance of the provisions of the said Act, the security to be held by the trustees to be a charge on the two lines of railway thereunder to be constructed, with their equipment, buildings and appurtenances, on the balance of the Prince Albert Branch east of Erwood, and on the company's already constructed and operated lines from Port Arthur westwards as enumerated in a schedule attached, with their buildings, equipment and appurtenances.

Under the same date, July 29, 1903, an agreement was made with the company for the construction of the said two lines of railway, accordingly the line from Grandview to Edmonton to be completed by October 1, 1905, and the 100 miles east from Prince Albert by the same date.

Under orders in council of November 5, 1903, and March 10, 1904, authority has been given for the payment out of moneys deposited with the government as proceeds of the company's stock, for that purpose, under the said agreement, of the sum of \$1,571,700, for the work executed on the 620 miles between Grandview and Edmonton, and of the sum of \$312,000 for work on the 100 miles east from Prince Albert, namely, for 19½ per cent of the estimated cost, \$11,341,300 of the work to be done on the 620 miles, and for 24 per cent of the estimated cost, \$1,709,115 of the work to be done on the 100 miles.

This represents the position up to June 30, 1904.

For certain portions of the company's lines, under the aforesaid amalgamations, land grants have been authorized (see Winnipeg Great Northern Railway Company

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and Manitoba and South-eastern Railway Company in annual report for 1895-96.) These matters are dealt with by the Department of the Interior.

The company further, by virtue of this amalgamation, have an agreement with the government for the transport of men, supplies, materials and mails for 20 years over the portion of their line from Gladstone to a point half way to the River Saskatchewan.

Canadian Pacific Railway Company.

(Pheasant Hills Branch.)

(See No. 616.)

By the Subsidy Act of 1903, Ed. VII., chap 57, item 72, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from a point on the main line of the Canadian Pacific Railway between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.

The company having applied, a contract was entered into with them on January 14, 1904, under authority or orders in council of November 17, 1903, and January 12, 1904.

During the past fiscal year, subsidy was paid for this work to the extent of \$378,624, the total paid up to June 30, 1904.

Canadian Pacific Railway Company.

(Revelstoke to Arrow Lake.)

(See Annual Report for 1896-97.)

Canadian Pacific Railway Company.

(Pipestone Branch—Antler Station to Moose Mountain.)

(See Annual Report for 1901-02.)

Canadian Pacific Railway Company.

(Crow's Nest Pass Railway.)

(See Annual Report for 1902-03.)

Canadian Pacific Railway Company.

(Waskada Branch.)

(See No. 494.)

By the Railway Subsidy Act of 1900, 62-64 Vic., chap. 8, item 19, the grant of a subsidy of \$2,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a

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mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, for 20 miles further.

That company having applied for the said subsidy, a contract was entered into with them for the work on December 28, 1901, under authority of orders in council, dated July 6, September 11, October 3, and November 30, 1901. No portion of the subsidy was paid up to June 30, 1902.

During the past fiscal year, subsidy was paid for this work to the extent of \$13,520, making the total payments up to June 30, 1904, \$64,000.

Canadian Pacific Railway Company.

(Dyment Branch.)

(See Annual Report for 1902-03.)

Canadian Pacific Railway Company.

(West Selkirk—Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

Cap de la Madeleine Railway Company.

(See Annual Report of 1896-97.)

Cape Breton Railway Extension Company, Limited.

(See Annual Report of 1895-96.)

(See No. 420.)

This company was incorporated by 62 Vic., chap. 126 (1899), of the Acts of Nova Scotia, with powers to construct a railway between Canso and Louisbourg and to construct a bridge or tunnel over or under the Straits of Canso, or to operate a ferry.

By the Nova Scotia Act of 1902, chap. 190, it was further empowered to build branches from any point on its main line or branches to any other point in the county of Cape Breton.

By the Subsidy Act of 1899, 62-63 Vic., chap. 7, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the average cost in excess of \$15,000 a mile, in all not exceeding \$6,400 a mile, was authorized in aid of a railway from Port Hawkesbury, on the Strait of Canso, N.S., to St. Peter's, 30 miles.

The above company, having applied, were admitted to contract for work on September 15, 1900. During the past fiscal year payments have been made to the extent of \$117,120, making the total payments up to June 30, 1904, \$182,400.

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Central Counties Railway Company.

(See No. 574.)

This company was originally incorporated by the Dominion Act 50-51 Vic., chap. 52, under the name of the Prescott County Railway, with powers to construct and operate a railway from a point in or near the village of Hawkesbury, in the county of Prescott, to a point on the line of the Ontario and Quebec Railway in the county of Soulanges, in the province of Quebec, and to a point on the line of the Canada Atlantic Railway, in the county of Glengarry, and to the River St. Lawrence, in or near the town of Cornwall, with a branch to Caledonia Springs.

By the Dominion Act 52 Vic., chap. 80, the name of the company was changed to the above, and power granted to construct a bridge across the Ottawa river. By a further Dominion Act, 2 Edward VII., chap. 53, power was granted for the extension of the railway from Hawkesbury to South Indian.

This railway has been leased to, and is now operated by, the Canada Atlantic Railway Company.

By the Dominion Subsidy Act of 1903, 3 Edward VII., chap. 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 35 miles, and has been granted to this company, in lieu of the subsidy authorized by item 22 of sec. 2 of chap. 7 of 1899.

Application having been made, the company was admitted to contract for this work on December 26, 1903, under authority of the Order in Council of December 12, 1903.

No payments have been made up to June 30, 1904.

Central Ontario Railway Company.

(See Annual Report for 1900-01.)

Central Railway Company of New Brunswick.

(See Annual Report for 1902-03.)

Chateauguay and Northern Railway Company.

(See Nos. 507, 508, 509, 599.)

This company was incorporated by the Quebec Act of 1895 (1), chap. 64, its powers of construction being modified by the Act chap. 75 of 1896.

By the Dominion Subsidy Act of 1900, 63-64 Vic., chap. 8, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 42 miles of a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the town of Joliette, with a spur into the town.

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The company were admitted to contract for this work on January 19, 1901.

On the same date they were admitted to contract for two other works, specially subsidized by the same Act, viz., for a railway, vehicular, and foot-passenger bridge from Bout de L'Isle to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouareau river, \$15,000. No portion of these three subsidies has been paid up to June 30, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, item 55, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 16 miles of a railway from a point on its main line at or near L'Epiphanie, via the parish of St. Jacques de l'Achigan to the village of Rawdon.

The company were admitted to contract for this work on December 12, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, sec. 3, sub-sec. 4, a subsidy was authorized for the Bout de L'Isle bridge of \$50,000, in addition to that granted by item 33 of section 2, of chap. 8, of 1900.

During the past fiscal year, payment of subsidy was made to the extent of \$191,595, being the total of the payments made to the company up to June 30, 1904.

Chatham Branch Railway Company.

(See Annual Report of 1893-94.)

Chignecto Marine Transport Company.

(See Annual Report for 1894-95.)

Coast Railway Company of Nova Scotia.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap 128.)

(See Nos. 403, 520.)

This company was incorporated by the Provincial Act of Nova Scotia, 56 Vic., chap. 154 (1893), to build a line of railway from Yarmouth to Lockeport; a subsequent Act, 59 Vic., chap. 103 (1896), extending its powers.

By the Dominion Subsidy Act, 60-61 Vic., chap. 4 (1897), the grant of a subsidy to this company for 61 miles of their railway from Yarmouth to Port Clyde was authorized, the amount being \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile.

The company were admitted to contract on August 26, 1897, the road to be completed by September 1, 1899.

During the year 1897-98 they were paid the sum of \$90,400.

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By the Subsidy Act of 1901, chap 7, item 5, the grant of aid was authorized for a line of railway from Pubnico, N.S., to Port Clyde, or Clyde river, \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, for 31 miles.

This was in lieu of the unexpended balance of the subsidy granted in 1897.

The company having applied were admitted to contract on March 1, 1903.

During the past fiscal year payment of subsidy was made to the extent of \$9,600, making with subsidy previously paid, a total of \$150,400 up to June 30, 1904.

Compagnie du Chemin de fer de Colonisation du Nord.

(See No. 451.)

This company was incorporated by the Dominion Act 62-63 Vic., chap. 62 (1899), with powers to construct and operate a railway from a point in or near Labelle, in the county of Labelle, Quebec, and passing within a mile of the parish church of L'Annonciation, in the township of Marchand, in the said county, and within a mile of the parish church in the village of Nominingue, in the township of Loranger, and within a mile of the village of Rapide de L'Orignal, in the townships of Robertson and Campbell, and thence in a westerly direction to a point at or near Lake Temiscamingue in the county of Pontiac.

By the Railway Subsidy Act 62-63 Vic., chap. 7 (1899), item 37, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on the average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway for a distance not exceeding 22 miles from Labelle in a north-westerly direction, to Nominingue, via Notre Dame de l'Annonciation.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 8, 1902.

During the past fiscal year payment has been made to the extent of \$53,384, being the total up to June 30, 1904.

Cobourg, Northumberland and Pacific Railway Company.

(See Annual Report for 1900-01.)

Columbia and Kootenay Railway and Navigation Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

Cornwallis Valley Railway Company.

(See Annual Report for 1891-92.)

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Cumberland Railway and Coal Company.

(See Annual Report for 1894-95.)

Dominion Atlantic Railway Company.

(See Western Counties Railway Company.)

Dominion Eastern Railway Company.

(See Annual Report for 1900-01.)

Dominion Lime Company.

(See Annual Report for 1888-89.)

Dominion Coal Company.

(See Annual Report for 1895-96.)

Drummond County Railway Company.

(See Annual Report of 1900-01.)

East Richelieu Valley Railway Company.

(See Annual Report of 1888-89.)

Edmonton, Yukon and Pacific Railway Company.

(See Nos. 455, 572.)

This company was incorporated by the Dominion Act of 1896, 59 Vic., chap 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Dominion Act of 1898, 61 Vic., chap 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Dominion Act of 1899, 62-63 Vic., chap 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

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By the Dominion Subsidy Act of 1903, 3 Edw. VII., chap. 57, item 28, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

The company having applied for this subsidy, a contract was entered into with them, accordingly on June 24, 1904, the road to be completed by December, 1906.

No payments have been made up to June 30, 1904.

Elgin, Petiboniac and Havelock Railway Company.

(See Annual Reports for 1885-86 and 1890-91.)

Erie and Huron Railway Company.

(See Annual Report for 1886-87.)

Esquimalt and Nanaimo Railway Company.

(See Annual Report for 1886-87.)

Fredericton and St. Mary's Bridge Company.

(See Annual Report of 1888-89.)

Grand Trunk, Georgian Bay and Lake Erie Railway Company.

(See Annual Report for 1893-94.)

Grand Trunk Railway Company.

(See Annual Report of 1900-01.)

Great Eastern Railway Company.

(See Annual Report for 1896-97.)

Great Northern Railway of Canada (formerly the Great Northern Railway Company).

(See Annual Report for 1902-03.)

Gulf Shore Railway Company of New Brunswick.

(See Annual Report for 1899-1900.)

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

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Halifax and South-western Railway Company.

(See Nos. 567, 619.)

This company was declared to be incorporated under date of the 21st day of August, A.D. 1901, by the Act of the province of Nova Scotia, 2 Edward VII., chap. 1 (1902), for the construction and operation of a railway from a point on the Inter-colonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Dominion Subsidy Act of 1903, chap. 57, items 23 and 75, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (a) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (b) from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (c) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (d) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9, 1903; the time for completion being fixed as August 1, 1905.

During the past fiscal year payments have been made to the extent of \$185,422, this being the total paid up to June 30, 1904.

Halifax and Yarmouth Railway Company.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

Harvey Branch Railway Company.

(See Annual Report of 1889-90.)

Hereford Railway Company (formerly Hereford Branch Railway Company).

(See Annual Report of 1891-92.)

International Railway Company.

(See Annual Reports of 1887-88 and 1889-90.)

International Railway Company of New Brunswick.

(See Restigouche and Western Railway Company.)

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Inverness Railway and Coal Company.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap. 162 of 1902.)

(See Nos. 208, 251, 357, 400, 523 and 568.)

This company was incorporated by the Act of the province of Nova Scotia, 50 Vic., chap. 60 (1887), with powers for the construction of a line of railway between Hawkesbury and a point in the district of Margaree. By the Act of 1888, chap. 79, the location of the line was authorized as from Port Hawkesbury, through Port Hastings, Judique, Port Hood, Mabou and Margaree, to a point at Eastern Harbour, Cheticamp.

By the Subsidy Act, 57-58 Vic., chap. 4 (1894), assistance to the extent of \$80,000 was authorized for 25 miles of railway from Port Hawkesbury towards Cheticamp, and the above company was admitted to contract for the work on November 23, 1894.

By the Subsidy Act of 1897, 60-61 Vic., chap. 4, in lieu of the subsidy granted in 1894, a subsidy of \$3,200 a mile with an addition of 50 per cent on expenditure in excess of \$15,000 a mile, such subsidy in all not to exceed \$6,400 a mile, was authorized for a railway from Port Hawkesbury to Port Hood and Broad Cove, 53 miles, and the company was admitted to contract thereunder on April 29, 1898.

By the Subsidy Act of 1903, chap. 57, item 24, the grant of a subsidy for 30 miles of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chap. 4 of 1897, was authorized.

The company was admitted to contract on November 9, 1903; the time for completion being fixed as August 1, 1905.

The sum of \$57,170.44 was paid during the past fiscal year, making the total payments \$368,545.97 up to June 30, 1904.

Irondale, Bancroft and Ottawa Railway Company.

(See Annual Report for 1900-01.)

Joggins Railway Company.

(See Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

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Kootenay and Arrowhead Railway Company.

(See No. 543.)

This company was incorporated by the Act 1 Ed. VII., chap. 70 (1901), with powers to construct a railway from a point at or near Lardo, near the head of Kootenay lake, to a point at or near Duncan; thence north-westerly to Arrowhead on Arrow lake, B.C., together with such branch lines, none to exceed 30 miles, as may be authorized by the Governor in Council. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

On August 15, 1901, this railway was leased to the Canadian Pacific Railway Company for a term of 999 years. The leasing was approved by an Order in Council of June 29, 1903.

By the Subsidy Act of 1901, chap 7, item 28, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited to \$6,400 in all, was authorized for a railway from Duncan lake towards Lardo or Arrow lake, B.C., or from Lardo to Arrow lake, not exceeding 30 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on August 26, 1901, under authority of Orders in Council of June 8 and July 6, 1901; the time for completion being fixed as August 1, 1903. The road was built from Lardo to Trout lake, 33 miles, and was inspected in June, 1902, with a view to its being opened for public traffic.

During 1902-03 there was paid to the company the sum of \$42,771, this being the total paid up to June 30, 1903.

No further payments were made up to June 30, 1904.

Lake Erie and Detroit River Railway Company.

Formerly 'the Lake Erie, Essex and Detroit Railway Company.' Name changed by Dominion Act, 54-55 Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)

L'Assomption Railway Company.

(See Annual Report of 1886-87.)

Leamington and St. Clair Railway Company.

(See Annual Report of 1888-9.)

Lake Temiscamingue Colonization Railway Company.

(See Annual Report of 1896-7.)

Laurentian Railway Company.

(See St. Lawrence, Lower Laurentian and Saguenay Railway Company.)

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Lindsay, Bobcaygeon and Pontypool Railway Company.

(See Nos. 197, 271, 372, 425, 545.)

This company was incorporated by the Dominion Act 53, Vic., chap 55 (1890), with powers to construct a railway from a point at or near Pontypool on the line of the Canadian Pacific Railway, thence via Lindsay to the village of Bobcaygeon. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

The charter originally granted was revived and amended by the Act 55-56 Vic., chap. 78.

By the Subsidy Act of 1903, chap. 57, item 2, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chap. 7 of 1899.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on March 14, 1904.

No payments have been made up to June 30, 1904.

Lotbinière and Megantic Railway Company.

(See Annual Report of 1896-7.)

Magnetawan River Railway Company.

This company was incorporated by the Act 1 Edward VII. (Ontario), chap. 83 (1901), with powers to construct a railway between a point in or near the village of Burk's Falls, in the district of Parry Sound, and a point on the Magnetawan river, in the said district of Parry Sound, where the said river is navigable for vessels.

By the Railway Subsidy Act, 1 Edward VII., chap. 7 (1901), item 22, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Magnetawan river, not exceeding two miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on March 19, 1903.

During 1902-03 there was paid to the company the sum of \$3,552.

No further payments were made up to June 30, 1904.

Manitoulin and North Shore Railway Company.

(See No. 481.)

This company was incorporated by the Dominion Act of 1900, chap. 64, 63-64 Vic., with powers to construct a line of railway from Little Current, Manitoulin

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Island, to a point 100 miles northerly, crossing the Canadian Pacific Railway at or near Onaping or Cartier stations; also from a point in or near the township of Drury or Hyman, on its said line, easterly to Sudbury, also from a point at or near Little Current, south-easterly to the south shore of Manitoulin Island, or Fitzwilliam Island, and from a point near Tobermory to Meaford, passing through Wiarton and Owen Sound; also with powers for dock construction, ferry operation, and electric power production.

By the Subsidy Act of 1900, chap. 8, item 6, aid was authorized towards the construction of 66 miles of the company's railway from Little Current to Sudbury; the company to construct a bridge between Little Current and the mainland, with free provision for vehicular and passenger traffic.

By the Act of 1901, section 5, work under the foregoing subsidy was allowed to be carried on in two sections, the first beginning at Victoria Mines and extending to Sudbury and thence to Lake Wahnapiatae, not exceeding 33 miles, the second beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, not exceeding 31 miles.

Under date of May 15, 1902, a contract was entered into with the company under the above subsidy for a railway from Victoria Mines to Sudbury and thence to Lake Wahnapiatae.

During the year 1902-03 there was paid to the company the sum of \$32,000.

No further payments were made up to June 30, 1904.

Massawippi Valley Railway Company.

(See Annual Report for 1900-01.)

Middleton and Victoria Beach Railway Company.

(See Nos. 503, 536 and 566.)

This company was incorporated by the statute of Nova Scotia, 60 Vic., chap. 82 (1897), as 'the Granville and Victoria Beach Railway and Development Company,' with powers to build a line of railway from some point on the Dominion and Atlantic Railway at or near Bridgetown, through Granville, to some point at or near Victoria Beach on the Annapolis Basin, with approved branches, &c. This Act was revived by the Act of 1899, chap. 129. It was further revived by the Act of 1901, chap. 160, and extended for six years; the name being changed to the 'Middleton and Victoria Beach Company.'

By the Railway Subsidy Act of Canada, 63-64 Vic., chap. 8, item 28, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 30 miles of a railway from Bridgetown to Victoria Beach, Nova Scotia.

The above company having applied, they were admitted to contract for the work on May 5, 1902, under authority of an Order in Council of April 1, the railway to be completed by December 1, 1903.

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By the Subsidy Act of 1901, chap. 7, item 21, a similar subsidy was authorized to be granted for an extension from Bridgetown to Middleton, not exceeding 11 miles, and the company having applied for it, a contract was made with them, accordingly, on May 5, 1902, under authority of an order in council of April 1, the work to be completed by December 1, 1903.

By the Subsidy Act of 1903, chap. 57, item 2, a similar subsidy was authorized for 41 miles of railway from Victoria Beach to Middleton, in lieu of subsidies granted by chap. 8 of 1900, and chap. 7 of 1901.

Application having been made, the company was admitted to contract for this work on December 28, 1903, the time for completion being fixed as by August 1, 1905.

No portion of these subsidies has been paid up to June 30, 1904.

Midland Railway Company, Limited.

(See Nos. 336, 421, 427.)

This company was incorporated by the Act of the province of Nova Scotia, 59 Vic., chap. 85 (1896), with powers to build a railway from Windsor to a point at or near Maitland, then, via Clifton, to a point between Truro and Stewiacke, on the Intercolonial; thence to Eastville; with extensions and branches to coal and iron fields, and shipping ports.

By the Dominion Subsidy Act, 57-58 Vic., chap. 4 (1894), authority was given for the grant of a subsidy of \$3,200 per mile for 90 miles of railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville, through the valley of Musquodoboit river, towards a point on the Dartmouth branch of the Intercolonial, in lieu of a subsidy authorized in 1892; also for a railway bridge over the River Shubenacadie, a subsidy of 15 per cent on the value of the structure; the total of the subsidies not to exceed \$300,000.

The Midland Railway Company having applied, were admitted to contract for these works on July 30, 1896.

By the Subsidy Act, 62-63 Vic., chap. 7 (1899), in lieu of the foregoing, there was authorized a grant of \$3,200 per mile, with a further grant of 50 per cent on cost in excess of \$15,000 per mile, up to a limit of \$6,400 per mile, for a railway from Windsor, N.S., to Truro via Clifton; and the Midland Railway Company having applied for it they were admitted to contract on December 7, 1899.

The sum of \$1,750 was paid during the past fiscal year, making the total payments \$362,200.30 up to June 30, 1904.

Montfort Colonization Railway Company.

(See Annual Report for 1900-01.)

Montfort and Gatineau Colonization Railway Company.

(Now part of Great Northern Railway Company of Canada.)

(See Annual Report for 1902-03.)

Montreal and Champlain Junction Railway Company.

(See Annual Report for 1892-93.)

Montreal and Lake Maskinongé Railway Company.

(See Annual Report for 1890-91.)

Montreal and Sorel Railway Company.

(See Annual Report for 1892-93.)

Montreal and Western Railway Company.

(See Annual Report for 1893-94.)

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company. Name changed by 58 Vic., ch. 58.)

(See Annual Report for 1898-99.)

Montreal and Province Line Railway Company.

(See Annual Report for 1901-02.)

Napanee, Tamworth and Quebec Railway Company.

(Name changed to the Kingston, Napanee and Western Railway Company by the Act 58 Vic., ch. 62.)

(See Annual Report for 1895-96.)

Nakusp and Slocan Railway Company.

(See Annual Report for 1894-95.)

New Brunswick and Prince Edward Island Railway Company.

(See Annual Report for 1888-89.)

New Brunswick Coal and Railway Company.

(See No. 522.)

This company was incorporated by the Act 1 Edward VII., chap. 77 (New Brunswick), with powers to construct a line of railway from Chipman to Gibson, with the

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right to build branches thereto and connecting with any railway or railways in New Brunswick.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$8,400, was authorized for a line of railway from Chipman station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 31, not exceeding 45 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 30, 1902.

The sum of \$48,000 was paid during the past fiscal year, the total paid up to June 30, 1904.

New Glasgow Iron, Coal and Railway Company.

(See Annual Report of 1895-96.)

Northern and Pacific Junction Railway Company.

(See Annual Report of 1890-91.)

Northern and Western Railway Company.

(See Annual Report of 1889-90.)

(Also under the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

Nova Scotia Central Railway Company.

(See Annual Report for 1898-99.)

Nova Scotia Eastern Railway Company, Limited

(See Nos. 516, 519, 563, 607.)

This company was incorporated by the Act 1 Edward VII., chap. 130 (Nova Scotia), with powers to construct a line of railway from a point on the Intercolonial Railway at or near New Glasgow, in the county of Pictou, and passing through the counties of Pictou and Guysborough, to the deep waters of Country Harbour, in the county of Guysborough, and from the Cross Roads, Country Harbour, in the said county of Guysborough, to a point at or near the town of Guysborough, and thence to a point on the Strait of Canso, in the said county of Guysborough, and such other lines as may become feeders for the main trunk line above described.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 1, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$8,400, was authorized for a line of railway from a point on the Intercolonial Railway, at or near New Glasgow

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to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 34, not exceeding 80 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 19, 1903.

By the Subsidy Act of 1903, chap. 57, items 19 and 63, the grant of subsidies was authorized, on terms similar to the above, for lines of railway from New Glasgow to Cross Roads, Country Harbour, via Guysborough, to the Strait of Canso, with a branch from Cross Roads down the Country Harbour river to navigable water, 116 miles; and from Dartmouth through the Musquodoboit valley to a point at or near Melrose, to connect there with the railway mentioned in item 19.

The company having applied, were admitted to contract under both subsidies, the two agreements being dated April 19, 1904; the railways to be completed by December 31, 1906.

No payments have been made up to June 30, 1904.

Nova Scotia Southern Railway Company.

(See Annual Report for 1902-03.)

Ontario and Pacific Railway Company.

(*Name changed to Ottawa and New York Railway Company, by 60-61 Vic., ch. 57, 1897.*)

(See Annual Report for 1901-02.)

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

Ontario, Belmont and Northern Railway Company.

(See Annual Report for 1896-97.)

Ontario and Rainy River Railway Company.

(*Amalgamated with and under the name of the Canadian Northern Railway Company under the Act 62-63 Vic., ch. 80.*)

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and under Canadian Northern Railway Company in present report.)

Orford Mountain Railway Company.

(See Annual Reports for 1893-94 and 1894-95.)

Ottawa and New York Railway Company.

(See Ontario and Pacific Railway Company.)

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Ottawa, Arnprior and Parry Sound Railway Company.

(Now the Canada Atlantic Railway Company, by amalgamation, under the Act 62-63 Vic., ch. 81, 1899.)

(See Annual Report for 1898-99.)

Ottawa and Gatineau Valley Railway Company.

(Name changed to the Ottawa and Gatineau Railway Company, by the Act 57-58 Vic., ch. 87, which consolidated and amended Acts relating to the company.)

(Name further changed to the Ottawa Northern and Western Railway Company, by the Act 1 Edw. VII., ch. 80, 1901.)

(See Nos. 8, 26, 58, 151, 305, 349, 379, 409, 414, 426, 492, 453, 526 and 557.)

By the Act 48-49 Vic., chap. 29 (1885), the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous years), namely, for a line of railway from Hull station towards the village of Le Désert, 62 miles, the amount being \$320,000. The subsidy having lapsed, it was revoked by the Act 52 Vic., chap. 3 (1889).

Under authority of an order in council of July 10, 1889, a contract with the company for the work in question, 62 miles, was signed on August 19, 1889.

By the Subsidy Act, 56 Vic., chap. 2 (1893), the unpaid balance, \$89,248, was revoked.

By the Subsidy Act, 57-58 Vic., chap. 6 (1894), authority was given for subsidizing, to the extent of \$64,000, a further distance of 20 miles from the end of the 62 miles already subsidized, and a contract for the work was entered into with the company on October 7, 1895.

By the Subsidy Act, 60-61 Vic., chap. 4 (1897), in lieu of this subsidy, the said 20 miles were subsidized to the extent of \$3,200 per mile, with a further subsidy of 50 per cent of the expenditure in excess of \$15,000 a mile; the total subsidy not to exceed \$6,400 a mile.

The company were admitted to contract under this subsidy on July 29, 1899.

By the Subsidy Act, 60-61 Vic., chap. 4 (1897), the unpaid balance, \$35,872, of the vote of 1893 was revoked, and a contract was made with the company thereunder on July 29, 1899.

The total payments up to June 30, 1894, amounted to \$284,128.

Under dates September 21, 1899, and November 26, 1900, contracts were entered into for the construction, under subsidy, of a bridge across the River Ottawa at Ottawa, being made with this company conjointly with the Pontiac Pacific Junction Railway Company. This bridge was completed, and payment of the full amount of

the subsidy was made during the fiscal year 1900-01. (See Pontiac Pacific Junction Railway in Annual Report for 1900-01.)

By the Subsidy Act of 1899, chap. 7, item 39, the grant of aid to the extent of \$3,200 a mile, with 50 per cent additional on excess cost over \$15,000 a mile, was authorized for the company's railway through Hull, not exceeding 4 miles.

A contract for the work was made on February 15, 1902, and the road being built, the subsidy for the actual distance, 1.28 miles, connecting the old Gatineau Valley Railway with the approach to the bridge across the River Ottawa, was paid during that fiscal year, namely, \$8,192, making the total payments to this company on subsidy account, \$292,320, up to June 30, 1902.

Under the authority of the Act 1 Ed. VII., chap 80, this railway has been purchased by the Canadian Pacific Railway, and now forms part of its system.

By the Subsidy Act of 1899, chap 7, item 12, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent of cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 9 miles of a railway from Aylmer to Hull, in lieu of the subsidy granted by chap. 4 of 1897.

The above company having applied, they were admitted to contract for the work on July 10, 1903.

By the Subsidy Act of 1901, chap 7, item 11, the grant of a similar subsidy was authorized for a line of railway from the end of the 62nd mile subsidized, towards Desert, in lieu of subsidy granted by the Act of 1897, chap. 4, item 5 ; also by section 3 of the Act of 1897 the Governor in Council was authorized to grant to the company its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Desert, granted by the Act, of 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

The above company having applied, were admitted to contract under both subsidies, the two agreements being dated August 25, 1903.

During the past fiscal year, payments of subsidies have been made to the extent of \$118,368, making the total amount paid up to June 30, 1904, \$410,388.

Ottawa Northern and Western Railway Company.

(See Ottawa and Gatineau Valley Railway Company, and Pontiac Pacific Junction Railway Company.)

Oshawa Railway and Navigation Company.

(Name changed to the Oshawa Railway Company, by 54-55 Vic., ch. 91.)

(See Annual Report for 1895-96.)

Parry Sound Colonization Railway Company.

(See Annual Report for 1895-96.)

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Pembroke Southern Railway Company.

(See Annual Report for 1899-1900.)

Phillipsburg Junction Railway and Quarry Company.

(See Annual Report for 1894-95.)

(Now the **Phillipsburg Railway and Quarry Company.** *Name changed by 58 Vic., ch. 65, 1895.*)

(See Annual Report for 1899-1900.)

Port Arthur, Duluth and Western Railway Company.

(Formerly the **Thunder Bay Colonization Railway Company.**)

(See Annual Report for 1892-93.)

Pontiac and Renfrew Railway Company.

(See Annual Report for 1899-1900.)

Pontiac Pacific Junction Railway Company.

(See Annual Report for 1900-01.)

Qu'Appelle, Long Lake and Saskatchewan Railway Company.

Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890.)

Quebec Bridge Company.

(Now the **Quebec Bridge and Railway Company**,—name changed by the Act 3 Ed. VII., ch. 177, 1903.)

(See No. 467 and Acts, chaps 54 and 177 of 1903.)

This company was incorporated by the Dominion Act, 50-51 Vic., chap. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec, and to arrange the same for the use of foot passengers and vehicles, and to construct and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64 Vic., chap. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing

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of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

By the Railway Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company of \$1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, chap. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council dated May 16, 1898.

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. When completed, it will comprise a double track railroad two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of \$374,353.33 were made up to June 30, 1903. No further payments have been made.

. By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the general commercial character were granted. The powers of the company for the construction of all its authorized works was extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by parliament; and by the Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act, was so ratified and confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company releases the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government

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agrees to guarantee the principal and interest of the company's bonds to the extent of \$6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding \$265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the works was fixed by December 1, 1903.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of \$6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Quebec, 6'44 miles, and by an Order in Council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.

Under the terms of the company's aforesaid agreements in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

Up to June 30, 1904, no issue of bonds has been authorized.

Quebec Central Railway Company.

(See Annual Report of 1895-96.)

Quebec and Lake St. John Railway Company.

(See Annual Report of 1895-96.)

Quebec, Montmorency and Charlevoix Railway Company.

(See Annual Report for 1894-95.)

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Quebec and New Brunswick Railway Company.

(See No. 517.)

This company was incorporated by the Act (1900) 63-64 Vic., chap. 75, with powers to construct a railway from Connor station on the St. Francis Branch of the Temiscouata Railway (New Brunswick) to a point on the Intercolonial Railway at or near St. Charles Junction, or a point on the Quebec Central Railway at or near St. Anselme, or a point on the Grand Trunk Railway at or near Chaudière Junction (Quebec) a distance of about one hundred and thirty miles.

By the Railway Subsidy Act of 1901, 1 Edward VII., chap. 7, item 2, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, towards the present terminus of the St. Francis Branch of the Temiscouata Railway, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis river, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, item 23; also for a line of railway in extension of the St. Francis Branch of the Temiscouata Railway to the mouth of the St. Francis river, New Brunswick, in lieu of the subsidy granted by 1899, chap. 7, sec. 2, item 43, not exceeding 3 miles; in all not exceeding 63 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 25, 1902.

No payments have been made up to June 30, 1904.

Red Deer Valley Railway and Coal Company.

(See Annual Report for 1902-03.)

Restigouche and Western Railway Company.

(Now International Railway Company of New Brunswick.)

(See Nos. 259, 352 and 384.)

This company was incorporated by the Act of the province of New Brunswick, 60 Vic., chap. 82 (1897), with powers to construct a railway from Campbellton, to a point on the River Saint John between Grand Falls and Edmundston.

By the Subsidy Act 60-61 Vic., chap 4 (1897), there was authorized a subsidy for a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, N.B., 20 miles, \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile; the whole not to exceed \$6,400 a mile. This was in lieu of a previous subsidy to a specified company.

The Restigouche and Western Railway Company having applied, were admitted to contract for the work on December 24, 1897.

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During the past fiscal year subsidy to the extent of \$30,208 was paid, making the total payments \$77,138 up to June 30, 1904.

Schomberg and Aurora Railway Company.

(See No. 386.)

This company was incorporated by the Dominion Act, 59 Vic., chap. 34 (1896), with powers to build a line of railway from a point on the Grand Trunk Railway between King and Newmarket to the village of Schomberg.

By the Subsidy Act, 60-61 Vic., chap. 4 (1897), the grant of a subsidy of \$3,200 a mile for 15 miles between the points named above, with addition of 50 per cent of the cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile was authorized.

A subsidy agreement was entered into with the company accordingly on July 29, 1899.

By the Subsidy Act 1 Edward VII., chap. 7, item 10 (1901), this subsidy was, in effect, revoked, and a new contract was made with this company on February 3, 1902; the road to be completed by October 31, 1903.

By the Subsidy Act, 63-64 Vic., chap. 8, item 13 (1901), the grant of a subsidy of \$3,200 a mile with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for the extension of the company's line from its easterly terminus to a point at or near Bond's lake, Ontario, not exceeding 4 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly on July 30, 1902.

During the past fiscal year payment of subsidy was made to the extent of \$46,144, the total paid up to June 30, 1904.

Shuswap and Okanagan Railway Company.

(See Annual Report of 1894-95.)

South Norfolk Railway Company.

(See Annual Report of 1888-89.)

South Shore Railway Company.

(See Annual Report of 1896-97.)

South Shore Railway Company, Quebec.

(See Nos. 441, 468, 469 and 513.)

This company was incorporated by the Quebec Act of 1894, chap. 72, and the undertaking was declared to be a work for the general advantage of Canada by the Do-

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minion Act, 60 Vic., chap. 10 (1896), which authorized the construction of a line of railway from a point in the town of Levis to a point on the Canada Atlantic Railway at or near Valleyfield.

By the Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company for 82 miles of a railway from Sorel Junction to Lotbinière was authorized, \$3,200 a mile, with an addition of 50 per cent of cost in excess of \$15,000 a mile, but not exceeding in the whole \$6,400 a mile. The company were admitted to contract for this work on May 9, 1900.

By the same Act the grant of a subsidy was authorized towards the construction of a bridge over the River Richelieu at Sorel, not exceeding \$35,000. The company were admitted to contract for this work on December 23, 1899.

By the same Act the grant of a subsidy to this company was authorized towards the renewal of the railway bridge over the River Yamaska at Yamaska, the amount being \$50,000. They were admitted to contract for the work on May 9, 1900.

By the Subsidy Act, 63-64 Vic., chap. 8 (1900), the grant of subsidy to the extent of \$50,000 was authorized for a railway bridge over the River St. Francis, such bridge to be free to foot passengers and vehicles. A contract was entered into with the company for the work on June 29, 1901.

By the Subsidy Act of 1903, chap 57, sec. 3, subsec 2, the grant of a subsidy of \$50,000 was authorized towards the construction of a steel superstructure of a railway bridge on the St. Francis river, county of Yamaska, in lieu of the grant under item 38 of sec. 2 of chap 8 of 1900, but subject to the same conditions as expressed therein, the subsidy to be payable to the Canadian Bridge Company.

A contract was entered into for this work accordingly on December 21, 1903.

By the same section of the said Act, subsec. 3, the grant of a subsidy was authorized to the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis river, subsidized in favour of the above company by section 3, of chap 7, of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the treasury out of subsidies earned or to be earned.

A contract was entered into for this work accordingly on December 21, 1903.

During the past fiscal year payment of subsidy was made to the extent of \$80,494.16. The total of payments up to June 30, 1904, was \$199,784.35. This includes the sum of \$16,164.63 for completing the Montreal and Sorel Railway (see report of 1899-1900.)

St. Catharines and Niagara Central Railway Company.

(See Annual Report for 1895-96.)

St. Clair Frontier Tunnel Company.

(See Annual Reports of 1890-91 and 1891-92.)

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St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company.

(See Annual Report for 1902-03.)

St. John Valley and Rivière du Loup Railway Company.

(See Annual Report for 1893-94.)

St. Stephen and Milltown Railway Company.

(See Annual Reports for 1895-96 and 1900-01.)

Stewiacke Valley and Lansdowne Railway Company.

(See Annual Report for 1895-96.)

St. Lawrence and Adirondack Railway Company.

(See Annual Reports for 1893-94 and 1900-01.)

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(*Name changed to Laurentian Railway Company, by Provincial Act 51-52 Vic., ch. 108.*)

(See Annual Report for 1891-92.)

St. Louis and Richibucto Railway Company.

(See Annual Report for 1884-85.)

St. Mary's River Railway Company.

(See Nos. 495, 614.)

This company was incorporated by the Dominion Act, 63-64 Vic., chap. 79 (1900), with powers to construct a railway from some point between Lethbridge and Stirling, on the railway of the Alberta Railway Company to some point on the international boundary line, between ranges 24 and 30, west of the 4th meridian, N.W.T., and, with the approval of the Governor in Council, to build branch lines, limited to 15 miles each in length.

By the Dominion Act 4 Ed. VII., chap 43 (1904), this company has been authorized to amalgamate with the Alberta Railway and Coal Company and the Canadian North-west Irrigation Company, under the name of the Alberta Railway and Irrigation Company.

By the Subsidy Act of 1903, chap 57, item 70, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Spring Coulee, cross-

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ing St. Mary's river at Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.

The company having applied, they were admitted to contract, on March 14, 1904, the lines to be completed by August 1, 1905.

During the past fiscal year, subsidy to the extent of \$40,960 was paid, making the total of \$115,960 up to June 30, 1904.

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Annual Report for 1892-93.)

Thousand Islands Railway Company.

(See Annual Reports for 1895-96 and 1901-02.)

Tilsonburg, Lake Erie and Pacific Railway Company.

(See Annual Report for 1895-96.)

(No. 387.)

A further subsidy to this company was authorized by the Act 60-61 Vic., chap. 4 (1897), namely, for 3.50 miles from the then terminus, through Tilsonburg to the Michigan Central Railway, \$3,200 a mile, with an addition of 50 per cent of the cost in excess of \$15,000 a mile, the whole not to exceed \$6,400 a mile.

Under date December 4, 1897, the company were admitted to contract. During the fiscal year 1898-99 the sum of \$10,912 was paid, and in the fiscal year 1900-01 the sum of \$7,159.48 was paid from this subsidy, making, with their previous subsidy of \$51,200, paid in 1895-96, a total of \$69,271.48.

By the Subsidy Act, 62-63 Vic., chap. 7, item 26 (1899), a subsidy of \$3,200 per mile, with a further subsidy of 50 per cent on cost in excess of \$1,500 a mile, not exceeding in all \$6,400 a mile, was authorized for an extension from Tilsonburg to Ingersoll or Woodstock, not exceeding 28 miles.

Under authority of an order in council of September 11, 1901, a contract was made with the company accordingly on October 15, 1901; the road to be completed by October 1, 1902.

During the past fiscal year payment of subsidy was made to the extent of \$4,000, making the total payments \$117,431.48 up to June 30, 1904.

Trans-Canada Railway Company.

(See No. 540.)

This company was incorporated under the name of 'The Trans-Canadian Railway Company' by the Act 58-59 Vic., chap. 28 (1895), with powers to construct a railway

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from a point at or near the city of Quebec; thence westerly and as nearly as practicable in a straight line to a point north of Lake Winnipeg; thence westerly by way of the Yellow Head or other convenient and practicable pass in the Rocky mountains; and thence by the Skeena river to Port Simpson or Port Essington, with the option of adopting any other more feasible route west of the Rocky mountains to reach a point on the Pacific coast between fifty-two and fifty-five degrees north latitude.

Powers were also given for operation of vessels in connection with their railway; for wharf, dock, elevator and warehouse construction, and for production and use of electric power; also for telegraph and telephone lines to any point on James' Bay, Hudson Bay and Hudson Straits.

Additional powers were given by the Act of 1894, chap. 65, for the construction of a branch from the main line at the St. Maurice river, Quebec, thence southerly to the village of Montcalm in the parish of St. Liguori, and thence in a direct line to the city of Montreal; the construction of such a branch not to be commenced until after two hundred miles of the main line beginning at the city of Quebec has been constructed and put into operation. This Act also changed the name of the company.

By the Act 2 Edw. VII., chap 108 (1902), the time for the construction of the railway authorized by the above Acts, was extended to May 15, 1912: their powers of construction were also extended as follows:—To enable the company to 'continue the construction of its main line, which was commenced at Roberval on the Quebec and Lake St. John Railway, from that point in a westerly or north-westerly direction,' and to build 'a branch line from the nearest point on its main line to deep water near the mouth of the Nottaway river,' (which empties into James' bay), and also 'a branch line from Chicoutimi to the mouth of the Saguenay river at or near St. Catharine's bay'; also, with the sanction of the Governor in Council, to enter into an agreement with the Great Northern Railway of Canada, the Quebec and Lake St. John Railway Company, or the Canadian Northern Railway Company, for conveying or leasing its railway, or for an amalgamation with such company.

By the Railway Subsidy Act of 1901, 1 Edw. VII., chap 71, item 25, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized 'for a line of railway from Roberval, Quebec, westward towards James' bay, not exceeding 60 miles.'

The company having applied for this subsidy, a contract was entered into with them accordingly on January 19, 1903.

No payments have been made up to June 30, 1904.

Tobique Valley Railway Company.

(See Annual Report for 1893-94.)

Toronto, Grey and Bruce Railway Company.

(See Annual Report for 1887-88.)

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United Counties Railway Company.

(See Annual Report for 1900-01.)

Vandrenil and Prescott Railway Company.(See *Montreal and Ottawa Railway Company*.)**Waterloo Junction Railway Company.**

(See Annual Report for 1891-92.)

Western Counties Railway Company.

(Name changed to **The Yarmouth and Annapolis Railway Company**, by 56 Vic.,
ch. 63.)

(Name further changed to **The Dominion Atlantic Railway Company**, by 57-58 Vic.,
ch. 69.)

(See Annual Report for 1894-95.)

West Ontario Pacific Railway Company.(Leased to *Ontario and Quebec Railway Company—C.P.R.*)

(See Annual Report of 1890-91.)

Woodstock and Centreville Railway Company.

(See Annual Report for 1895-96.)

Yarmouth and Annapolis Railway Company.(See *Western Counties Railway Company*.)**York and Carleton Railway Company.**

(See Annual Report for 1901-02.)

LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by parliament and granted by the Department of the Interior, to whose report reference must be had for information as to their position.

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.

CANALS.

The total expenditure charged to capital account on the original construction and the enlargement of the several canals of the Dominion, up to June 30, 1904, was \$87,223,164.67. A further sum of \$21,090,389.93 has been expended from the consolidated fund, including the repairs, renewals, maintenance and operation of these works, making a total of \$108,313,554.60. The total revenue derived, including tolls, and rentals of lands and water-powers, amounted to \$13,320,222.95. (See the accountant's statements, Part II., pp. 27, 28, 47 and 48.)

The total expenditure on canals for the fiscal year ended on June 30, 1904, was as follows:—

On construction and enlargement, a total of \$1,880,787.20, and a further sum of \$1,099,771.68 for repairs, renewals, operation, and revenue collection, making a total for the year of \$2,980,558.88.

The total net revenue collected for the fiscal year was \$79,536.51, a decrease compared with the net revenue of the fiscal year 1902-03 of \$150,876.64. No tolls were charged on any of the canals.* On July 1, 1903, the balance of rents unpaid was \$83,536.93. The rents accrued during the year amounted to \$88,077.84, and the rents received to \$72,701.28, an increase of \$2,300.23, leaving a balance of rents uncollected on June 30, 1904, amounting to \$97,955.81.

The total expenditure on canal staff and maintenance, repairs and renewals amounting, for the year, to \$1,099,771.68, an increase of \$25,394.67, and the total net receipts amounting, as above, to \$79,536.51, the amount of such expenditure in excess of receipts was \$1,020,235.17.

The above figures relate to the fiscal year 1903-04, but very voluminous statistics relating to the canal traffic, and various commercial statistics, for the *season of navigation* of the year 1903 will be found in Part V., 'Canal Statistics.'

The total traffic through the several canals of the Dominion for the season of 1903 amounted to 9,203,817 tons, an increase of 1,690,620 tons compared with the previous year. This includes 5,511,868 tons passing through the Sault Ste. Marie canal against 4,729,268 tons in 1902.

The following features of the principal canal traffic during the season of 1903 will be of interest:—

On the Welland canal, 1,002,919 tons of freight were moved, an increase of 347,533 tons, of which 543,993 tons were agricultural products, an increase of 188,121 tons, and 158,721 tons produce of the forest; of coal 147,884 tons were carried; 732,829 tons passed eastward, and 270,000 tons westward; 979,817 tons were through freight, of which 715,595 tons passed eastward.

* All tolls were, by orders in council of April 27, and May 19, 1903, abolished for the seasons of 1903 and 1904. In the fiscal year 1902-03 the net canal tolls amounted to \$159,959.56, being for the portion of the year between July 1, 1902, and the end of that season. In the fiscal year 1901-02, when the system of tolls was in force, the tolls amounted to \$236,942.72.

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Of the through freight Canadian vessels carried 400,491 tons, an increase of 73,384 tons, and United States vessels 579,326 tons, an increase of 260,336 tons.

The total freight passed eastward and westward through this canal to United States ports was 370,225 tons, an increase of 101,196 tons compared with the year 1902.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 351,936 tons, an increase of 143,721 tons compared with the previous year; of this, 40,641 tons were transhipped at Ogdensburg as against 34,060 tons transhipped in 1902. The further quantity of 48,131 tons of grain passed down the St. Lawrence Canals, only, to Montreal, making the total 400,067 tons.

On the St. Lawrence canals 1,681,206 tons of freight were moved, an increase of 588,073; of which 756,379 were eastbound through-freight, and 211,438 tons westbound through-freight; 801,544 tons were agricultural products, 523,564 tons merchandise, 415,642 tons coal and 191,813 tons forest products.

Seventy-four cargoes of grain, aggregating 99,582 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals in 1903, as against thirty-seven, aggregating 35,253 tons, in 1902, twenty-two cargoes, aggregating 17,303 tons, in 1901, and fifteen cargoes, aggregating 7,924 tons in 1900.

On the Ottawa river canals the total quantity of freight moved was 436,473 tons, a decrease of 8,209, of which 410,620 tons were produce of the forest.

On the Chambly canal 346,571 tons were moved, a decrease of 32,871 of which 188,335 tons were produce of the forest, and 79,894 tons of coal.

On the Rideau canal 61,120 tons were carried, an increase of 10,241; 29,093 tons being the product of the forest and 8,245 tons of coal.

On the St. Peters canal 90,864 tons were carried, an increase of 17,326, of which 49,681 tons were merchandise, and 37,760 tons coal.

On the Murray canal 30,389 tons passed, a decrease of 4,789, and 7,405 tons of this were the product of the forest.

On the Trent Valley canal, 42,407 tons were moved, of which 40,477 tons were the product of the forest.

On the Sault Ste. Marie canal, the total movement of freight was 5,511,868 tons, being an increase of 782,600 tons carried in 4,351 vessels, the number of lockages being 3,242. Of wheat 32,232,315 bushels, and of other grain 6,154,448 bushels were carried; 2,808,927 barrels of flour, 2,683,500 tons of iron ore, 998,780 tons of coal, and 30,609,187 feet, board measure of lumber; all these items show a very considerable increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 34,674,437 tons, a decrease of 1,287,626 tons, carried in 18,595 vessels, a decrease of 4,036. The total quantity of wheat carried was 61,384,552 bushels, a decrease of 15,361,797, and of other grain 32,095,646 bushels, an increase of

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6,783,133. Of lumber the total was 1,003,192,000 feet, board measure, a decrease of 74,740,942.*

* NOTE.—The following items of information respecting the traffic during the season of 1903 through the two canals, the United States and the Canadian, at the Sault Ste. Marie, will be found of much interest in view of the enormous proportions and rapid growth of lake commerce. They are taken from 'Statistics of Lake Commerce', compiled under the direction of Majors W. H. Bixby, and W. H. Fisk, Corps of Engineers, U.S.A., from the official records.

The season of navigation lasted for eight months and 14 days, the Canadian canal being open from April 2nd to December 13, 256 days, and the United States canal from April 11 to December 15, or 249 days.

The total freight passed through the two canals during the season aggregated 34,674,437 net tons (2,000 lbs) a decrease of 1,286,709 tons, or 4 per 100, against an increase the preceding season of 7,558,081 tons. That season was, however, an extraordinary one, and the traffic was the largest by 6,271,372 tons ever known. Fifty-five thousands and one hundred and seventy-five passengers, a decrease of 4,202, were carried. The Canadian canal carried 16 per cent of the total freight, or 5,502,185 tons, and 58 per cent of the passengers, or 32,019. There was an increase of 773,824 tons of freight through the Canadian canal, and a decrease of 4,580 passengers.

As showing the enormous development of traffic at this point, it has to be noted that the first canal (American) was opened in 1855; in 1861 the freight carried amounted to 87,847 net tons, valued at \$6,000,000; in 1891, 8,888,759 tons, valued at \$128,178,208, and in 1902, the greatest quantity, 35,965,146 tons, valued at \$358,306,300.

In 1903 the total value of the freight was \$349,405,014; the total amount paid for transportation was \$26,727,735.17. The average distance freight was carried was 835.6 miles; the average cost of transport per ton was \$0.77, and the average cost per mile per ton was 0.92 of a mill.

The number of registered vessels was 895, of which 799 were American, comprising 566 steamers valued at \$60,007,000 and 238 sailing vessels valued at \$8,245,800, the total registered tonnage being 1,152,254 tons, and 96 Canadian, comprising 86 steamers valued at \$5,977,500 and 10 sailing vessels valued at \$407,000; their total registered tonnage being 70,944 tons. Besides these, a number of small unregistered craft, both American and Canadian, used the canals, carrying a proportion of the freight to the extent of, in all, 37,587 tons.

The number of vessels in commission was smaller than in the previous year, being 895 as against 935. Of these, however, 50 were new vessels, large steam freighters ranging from 200 to 463 feet in length.

The tendency is to increase the size and carrying capacity of vessels. While there were only 89 carrying 2,000 to 3,000 tons as against 112 the preceding year, there were 162 as against 159, carrying from 3,000 to 4,000 tons, 36 as against 38, carrying from 4,000 to 5,000 tons, 41 as against 39, carrying from 5,000 to 6,000 tons, 63 as against 54, carrying from 6,000 to 7,000 tons, 54 as against 45, carrying 7,000 to 8,000, and 19 as against 11, carrying 8,000 tons and over. There were 97 as against 87 of from 400 to 500 feet in length. The largest single cargo was 8,914 tons, carried by the steamer 'Wm. Edenborn', and the next largest by the barge 'Manila', 8,671 net tons; both owned by the Pittsburg Steamship Co.

There were 14,243 passages of vessels through the American and 4,353 through the Canadian canal, a total of 18,596 as against 22,659 the preceding year. The lockages through the American canal numbered 8,395, and through the Canadian 3,247, a total of 11,642 against 12,846 the previous season.

The principal items of freight compared with the previous year were as follows: coal 6,937,632 tons, an increase of 2,125,155 tons, of which 5,788,628 tons were bituminous; flour 7,092,380 barrels, a decrease of 1,816,860; wheat 61,384,552 bushels, a decrease of 15,346,413; grain other than wheat 32,095,646 bushels, an increase of 4,354,826; salt 454,882 barrels, an increase of 11,576; copper 112,877 tons, a decrease of 7,735 tons; iron ore 21,654,898 tons, a decrease of 2,622,657 tons; unclassified freight, 659,839 tons, a decrease of 80,261 tons. No silver ore was carried.

The eastbound traffic aggregated 26,932,238 tons, of which 3,210,674 tons went to Lake Michigan, 1,155,377 to Lake Huron, 22,212,177 to Lake Erie, and 354,010 to Lake Ontario ports; 955,452 tons were carried in Canadian vessels, from Canadian to Canadian ports, 263,748 tons in Canadian vessels from Canadian to American ports, and 190,286 tons in Canadian vessels from American to Canadian ports.

The westbound traffic aggregated 34,674,437 tons, of which 90,031 tons went from Lake Michigan, 226,047 tons from Lake Huron, 7,329,727 tons from Lake Erie and 96,394 tons from Lake Ontario ports; 206,535 tons were carried in Canadian vessels from Canadian to Canadian ports, 259,232 tons in Canadian vessels from Canadian to American ports, and 35,829 in Canadian vessels from American to Canadian ports.

The freight charges per unit on the principal items were as follows: on coal \$0.53 per ton; flour \$0.12 per barrel; wheat and other grain \$0.16 per bushel; manufactured iron \$2 per ton, pig iron \$1.50; salt \$0.15 per barrel; copper \$1.43 per ton; iron ore \$0.75 per ton; lumber \$2.50 per M ft. B.; general merchandise \$2 per ton.

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In connection with the question of canal versus railway transport of grain from the west, it may be noted that whereas grain and pease passed down to Montreal through the Welland and St. Lawrence canals to the extent of 351,936 tons, an increase of 143,721 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 253,959 tons, a decrease of 9,902 tons. Over the route from Depot Harbour, on Georgian bay, Lake Huron via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges canal, thence by barge to Montreal, in the season of 1902 the total freight so carried to Montreal was 273,145 tons; of this quantity 11,732 tons were corn, 216,305 wheat. In 1903 the total freight carried was 315,779 tons, 109,937 tons were corn and 175,954 wheat.

The quantity of grain carried to tide water on the New York state canals was 327,840 tons, an increase of 9,163 tons, while the quantity carried by the railways of the state to tide water amounted to 3,793,973 tons, a decrease of 764,563.

Of the total east and west bound freight carried by the canals of the State of New York (the Erie, the Champlain, the Black river, the Cayuga and Seneca, and the Oswego), and the competing railways (the New York Central and the Erie Railway) respectively, (amounting in 1903 to 72,283,508 tons—greater by 207,734 tons than in 1902), the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869, to 6·8 per cent in 1898, 7·2 per cent in 1899, 5·2 in 1900, 5·1 in 1901, 5·5 in 1902, and 5·6 in 1903. These canals carried in 1903, 3,615,385 tons, an increase of 340,775 tons.

The enlarged Erie canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was \$51,609,200.

By means of the enlarged Canadian canal system and the intermediate waterways, a minimum depth of fourteen feet of water from Lake Superior to the head of ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for purposes of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.* As an index to the carrying power of the canal works, a vessel 247 feet of length and width 42·6 feet, drawing 14 feet of water and carrying 2,212 tons of corn may be a typical of their general accommodation, though not of their full capacity.

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake waters, or a total of 1,223 miles. From Montreal to Duluth, at the south-west of Lake Superior, the total distance is 1,357 miles, and to Chicago, 1,286 miles. A summary of this route will be found in the Chief Engineer's

*In exceptional cases, and in cases of emergency, this length can, with certain manœuvring, be somewhat increased; being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.

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report, Part I., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles distant), the Canadian Pacific Railway gives communication to and from the west.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, if in the hands of competent pilots, both day and night. In the cases of the Sault Ste. Marie, the Cornwall, and the Soulanges, they are well lighted throughout by electricity, and the Lachine canal is partially so lighted. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installments for electrical lighting and operation of the Welland canal are in progress; also, for like purposes on the Lachine. The Farran's Point canal is lighted with acetylene gas.

The improvement works being carried on at Port Colborne, the Lake Erie entrance of the Welland canal, comprise the deepening of the approach to the canal to 22 feet, and the construction of two docks, with piers, 200 feet wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation, when required. In addition to the works undertaken by this department, a breakwater, about a mile in length, has been, and another is being, constructed across the entrance to the harbour by the Department of Public Works, which will also dredge out the area so contained; thus greatly increasing the accommodation, and insuring safety at this important point. The removal of the centre pier bridges on the canal, which obstructed navigation, is in progress, and new bridges spanning the entire channel are being erected. The deepening of portions of the canal prism is being carried on satisfactorily.

The work of deepening the approaches of the Sault Ste. Marie canal to 21 feet 5 inches is progressing. The approaches at the lower entrances are completed to that depth. The south lower entrance pier is being extended for a distance of 800 feet, and the work will probably be completed next season. A contract has been made for the work for a similar extension of 800 feet to the south upper entrance pier. With the completion of these two works, and possibly some levelling, sodding and tree and shrub planting of the canal grounds, in order to obtain an appearance of neatness such as that which characterizes the American canal opposite, the construction work of this canal will be finished.

The works on the Trent canal are satisfactorily advancing. The section, 9½ miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. The occasion was one of much interest, especially from an engineering point of view. The lock which, at a single operation, raises or lowers a vessel of the ordinary type, 800 tons capacity, in use on this canal, a distance of 65 feet in three minutes actual movement, proved to be completely successful. Not only is it the only lock of the character on this continent, but it is double the size of any of the three existing in Europe. A detailed description will be found as a note in the Chief Engineer's section of this report. A second hydraulic lift lock to overcome a rise and fall of 54 feet is projected for the Balsam-Simcoe Lake division of the canal.

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When the present contracts are completed, a six foot navigation will be afforded from Lake Simcoe to Heely's Falls, a distance of about 160 miles, leaving the portion between Heely's Falls and Lake Ontario and the portion from the head of Lake Simcoe to Georgian bay, Lake Huron, still to be dealt with. The total distance between the Bay of Quinté, Lake Ontario and Georgian bay is about 192 miles.

The completion of the difficult work of constructing a channel 3,000 feet long, 300 feet wide, and with 17 feet of water, through the Galops rapids, which has, for some years past, been carried on, is now so near completion that it is expected that the current year will see it finished. In this connection there is being constructed a massive dam between Adam's island (Canadian) and Galops island, which is in the territory of the United States, in order to the removal of a cross current which affected the said new channel. In dealing with this matter, the department has received much courteous assistance from the United States authorities, who have facilitated the work in every way in their power.

During the years 1899 and 1900, under special appropriations voted by parliament, surveys were conducted on the Upper River Ottawa, with a view to ascertaining the feasibility and probable cost of constructing a canal system to give a navigation from Georgian bay down the river to Montreal, a scheme proposed many years ago and lately revived by private parties with considerable energy. The results of these surveys will be found in a special report from the engineer in charge, Mr. H. A. F. MacLeod, attached to an appendix to the annual report for the year 1900-1901.

His conclusions are that the canal can be constructed at an estimated cost, for a 14 foot navigation of \$23,898,000, and for a 20 foot navigation of \$72,627,000. The distance from Georgian bay to Montreal is set down at 430 miles. A further and more detailed survey is in progress under the Department of Public Works.

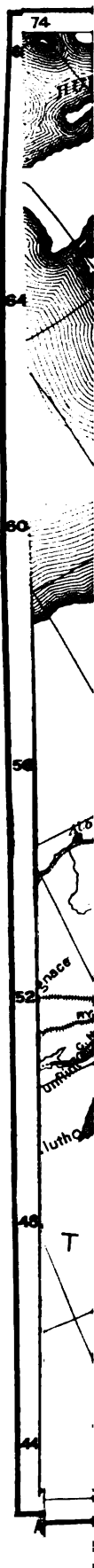
In the report of the chief engineer, and in the reports of the superintending engineers, will be found full details as to the operation of the various canals, and as to the progress and position of the works of enlargement and construction now being carried on.

I have the honour to be, sir,

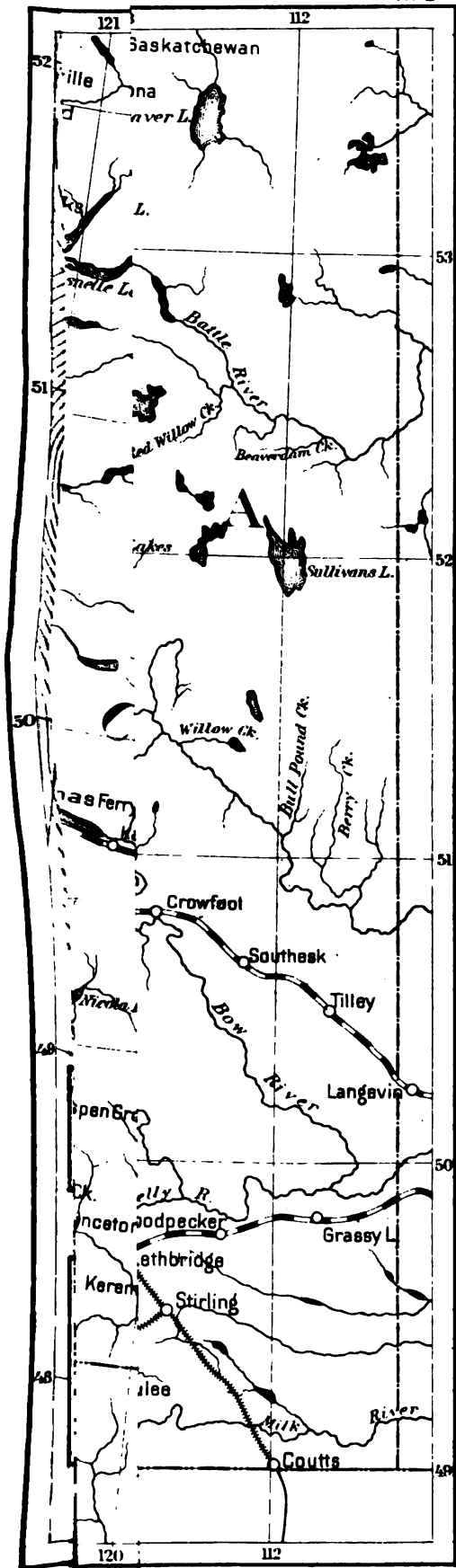
Your obedient servant,

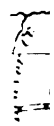
COLLINGWOOD SCHRIEBER,

Deputy Minister of Railways and Canals.

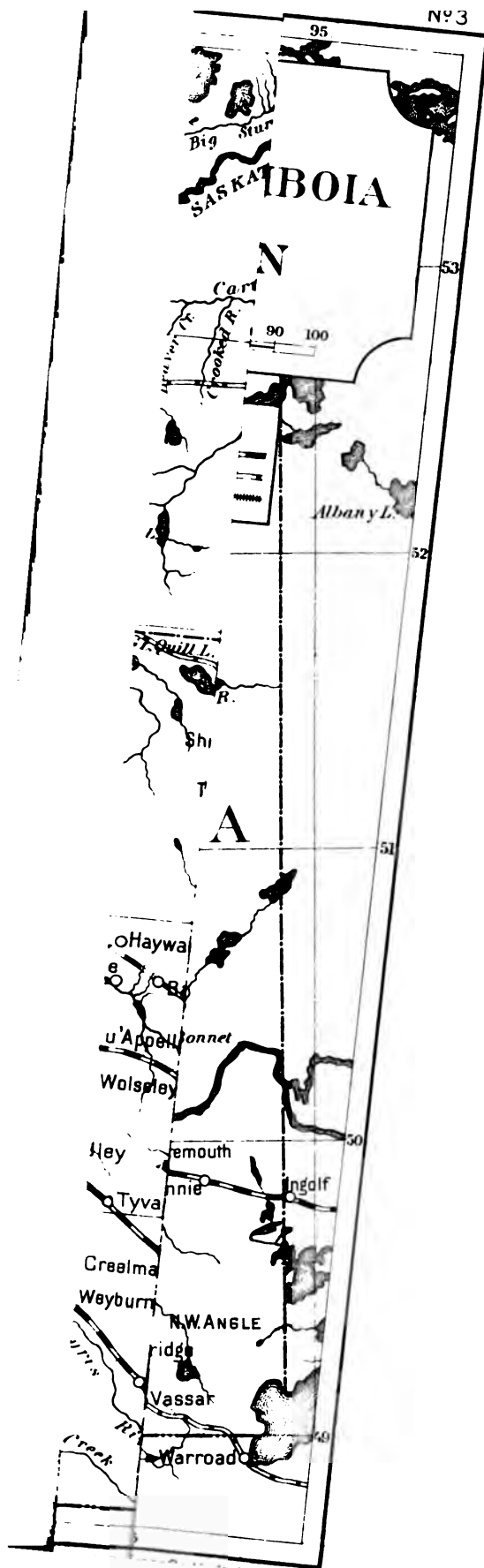


MAP No. 1.





MAP No. 2.



MAP No. 3.

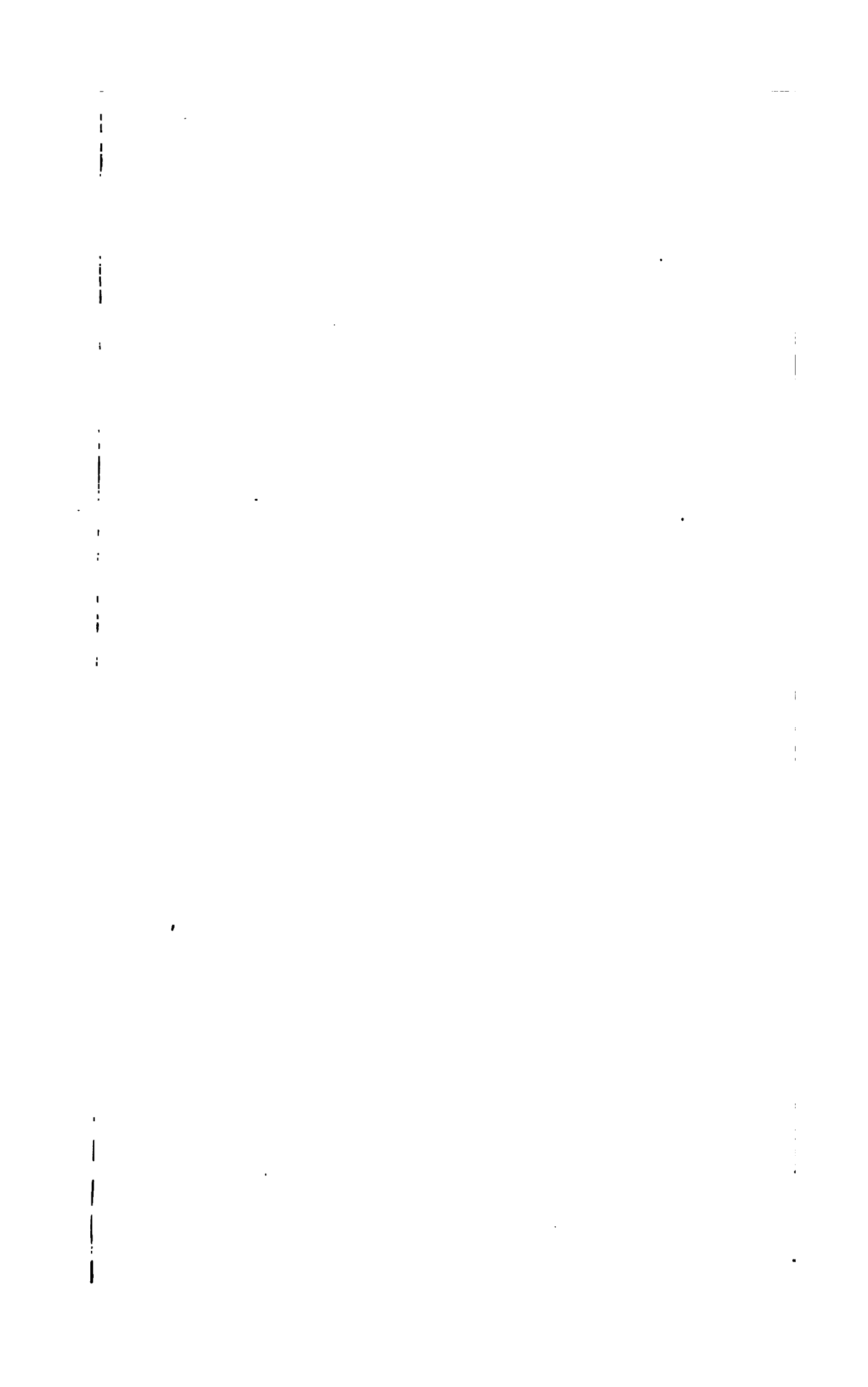


MAP No. 4.

MAP No. 5.

MAP No. 6.

MAP No. 8.



MAP No. 10.

PART I

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND SUPERINTENDENTS OF CANALS

ALSO

DECISIONS OF THE RAILWAY COMMITTEE OF
THE PRIVY COUNCIL

1903-1904

DEPARTMENT OF RAILWAYS AND CANALS.

LIST OF ANNUAL REPORTS UNDER THIS COVER.

1. Collingwood Schreiber, Chief Engineer Railways and Canals, General.
2. D. Pottinger, General Manager Government Railways, I.C.R.
3. T. C. Burpee, Engineer of Maintenance, I.C.R.
4. W. B. McKenzie, Chief Engineer, I.C.R.
5. G. R. Joughins, Superintendent of Motive Power, I.C.R.
6. D. Pottinger, General Manager Government Railways, Windsor Branch.
7. T. C. Burpee, Engineer of Maintenance, Windsor Branch.
8. D. Pottinger, General Manager Government Railways, P.E.I. Railway.
9. G. A. Sharp, Superintendent P. E. I. Railway.
10. W. S. Poole, Mechanical Superintendent, P. E. I. Railway.
11. W. B. McKenzie, Chief Engineer, P. E. I. Railway.
12. E. Marceau, Superintending Engineer, Quebec Canals.
13. L. N. Rheaume, St. Lawrence Canals.
14. W. A. Stewart, Superintendent of Operation, St. Lawrence Canals.
15. A. J. Grant, Engineer in charge of Construction, Welland Canal.
16. J. L. Weller, Superintending Engineer, Welland Canal.
17. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
18. J. C. Boyd, Superintendent, Sault Ste. Marie.
19. R. B. Rogers, Superintending Engineer, Trent Canal.
20. A. T. Phillips, Superintending Engineer, Rideau Canal.
21. J. H. Devereaux, Lock Master, St. Peters Canal.
22. Collingwood Schreiber, Secretary, Railway Committee of Privy Council.

CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,

OFFICE OF THE CHIEF ENGINEER,

OTTAWA, November 1, 1904.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1904, covering, however, the works of construction up to October 1, 1904. Accompanying it are the following:—

First.—The annual report of the General Manager of Government Railways, to which are attached the report of the Chief Engineer, the Engineer of Maintenance, the Superintendent of Motor Power of the Intercolonial Division and the report of the Superintendent of Prince Edward Island Division, with statements of accounts prepared by the Accountants of these roads. (Part I.)

Second.—The annual reports of the Superintending Engineers of the several Canals, and of the Superintendents of the Sault Ste. Marie Canal, the St. Peter's Canal and of the St. Lawrence Canals. The engineer in charge of the improvements of the upper entrance of the Welland Canal and the engineer in charge of the improvements to the entrance to the Sault Ste. Marie Canal. (Part I.)

Third.—Proceedings before the Railway Committee of the Privy Council. (Part I.)

Fourth.—Financial Statements of the Accountant of the Department. (Part II.)

Fifth.—A statement of the condition of the subsidies granted in aid of the construction of railways; also a list of Railway Subsidy Acts. (Part III.)

Sixth.—Statement of contracts entered into during the year, prepared by Mr. Hansard (Part IV.)

Seventh.—Statement of water powers and other public property leased by the department during the year, prepared by Mr. Hansard. (Part IV.)

Eighth.—Statement of property purchased or damaged during the year, prepared by Mr. Hansard. (Part IV.)

Ninth.—Agreements respecting subsidies in aid of construction of railways entered into during the year, prepared by Mr. Hansard. (Part IV.)

Tenth.—The Canal Statistics for the season of navigation of 1903, compiled by Mr. Devlin. (Part V.)

Eleventh.—The Railway Statistics for the year ended June 30, 1904, compiled by Mr. Ridout from returns prepared by the Railway Companies. (Part VI.)

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The following shows the length of the government railways in operation on June 30, 1904:—

INTERCOLONIAL RAILWAY.

MAIN LINE AND BRANCHES.

| | Miles. |
|-------------------------------------------------------------|----------------|
| Montreal to Halifax, via Lévis..... | 837 |
| Moncton to St. John..... | 89 |
| Truro to Sydney..... | 213 |
| Oxford Junction to Pictou..... | 69 |
| St. Charles Junction to Chaudière Curve, via St. Henri..... | 17 |
| Rivière Ouelle Branch..... | 6.25 |
| Dalhousie Junction to Dalhousie..... | 7 |
| Derby Junction to Indiantown..... | 14 |
| Painsec Junction to Point du Chêne..... | 12 |
| Pugwash Junction to Pugwash..... | 5 |
| Stellarton Junction to Brown's Point..... | 12 |
| North Sydney Junction to North Sydney..... | 5 |
| New Glasgow to Pictou Landing..... | 8 |
| Dartmouth Branch..... | 18 |
| Nicolet Branch..... | 14.76 |
| | <hr/> 1,322.01 |

FREIGHT BRANCHES.

| | Miles. |
|------------------------------------|-------------|
| Rivière du Loup Wharf Branch..... | 4 |
| Rimouski "..... | 2 |
| Newcastle "..... | 2 |
| Dorchester "..... | 1 |
| Courtney Bay "..... | 1 |
| Sackville "..... | 50 |
| Stewiacke "..... | 1 |
| Halifax Cotton Factory Branch..... | 1 |
| | <hr/> 12.50 |
| Total..... | 1,334.51 |

WINDSOR BRANCH.

| | |
|----------------------------------|----|
| Windsor Junction to Windsor..... | 32 |
|----------------------------------|----|

PRINCE EDWARD ISLAND RAILWAY.

| | |
|----------------------------------------|----------------|
| Souris to Tignish..... | 167 |
| Mount Stewart to Georgetown..... | 24 |
| Charlottetown to Royalty Junction.. | 5 |
| Emerald Junction to Cape Traverse..... | 13 |
| Alberton to Cascumpec Wharf..... | 1 |
| | <hr/> 210 |
| Total length of government railways.. | <hr/> 1,576.51 |

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The result of the year's operations of the government railways may be stated as follows :—

| Name of Railway. | Mileage in Operation | Amount. | Profit. | Loss. |
|----------------------------------|----------------------------|--------------------------------------------------------------|-----------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Intercolonial Division..... | 1,301 { | Working expenses... 7,239,982 04 Earnings... 6,339,231 43 | | 900,750 61 |
| Windsor Branch..... | 32 { | One-third earnings... 53,634 05 Maintenance... 24,281 09 | 29,352 96 | |
| Prince Edward Island Division... | 210 { | Working expenses... 335,695 44 Earnings... 234,390 03 | | 101,305 41 |
| Total miles..... | 1,543 | | 29,352 96 | 1,002,056 02 |
| | | Deduct profit from loss..... | | 29,352 96 |
| | | Net loss..... | | 972,703 06 |

The maintenance of the roads and rolling stock has received careful attention, and both roads continue to be in efficient condition; the rolling stock is being brought up to the modern standard.

The working expenses of the Intercolonial Railway given above include the \$140,000 rental paid to the Grand Trunk Railway.

The gross earnings of the government railways for the last two years compare as follows :—

| | 1902-1903. | 1903-1904. |
|-----------------------------------|-----------------------|-----------------------|
| Intercolonial Division | \$6,324,323 72 | \$6,339,231 43 |
| Windsor Branch.... . | 42,560 81 | 53,634 05 |
| Prince Edward Island Division.... | 217,714 24 | 234,390 03 |
| | <u>\$6,584,598 77</u> | <u>\$6,627,255 51</u> |

Showing an increase in the gross earnings of \$42,656.74.

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The gross working expenses of the government railways for the last two years compare as follows:—

| | 1902-1903. | 1903-1904. |
|----------------------------------------------------------------------------------------|----------------|----------------|
| Intercolonial Division.... . | \$6,196,653 19 | \$7,239,982 04 |
| Windsor Branch..... . | 17,843 19 | 24,281 09 |
| Prince Edward Island Division. | 259,637 82 | 335,695 44 |
| Total..... . | 6,474,134 20 | \$7,599,958 57 |
| Gross working expenses of government railways.... | | \$7,599,958 57 |
| Gross earnings of government railways..... | | 6,627,255 51 |
| Excess of working expenses, which include rental, \$140,000, over earnings | | \$ 972,703 06 |

Showing an increase in working expenses for the year, compared with the previous year, of \$1,125,824.37, which is made up of the following:—

| | 1902-1903. | 1903-1904. | Difference. | |
|-----------------------------------|--------------|--------------|--------------|-----------|
| | | | Increase. | Decrease. |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Locomotive power..... | 2,249,212 81 | 2,732,396 72 | 483,183 91 | ..... |
| Car expenses..... | 1,388,805 73 | 1,762,273 89 | 373,468 16 | ..... |
| Maintenance of way and works..... | 1,485,545 61 | 1,619,780 67 | 134,235 06 | ..... |
| Station expenses..... | 831,650 91 | 922,528 95 | 92,878 04 | ..... |
| General charges..... | 490,355 29 | 533,529 51 | 43,174 22 | ..... |
| Rental of leased lines | 140,000 00 | 140,000 00 | Nil. | Nil. |
| | 6,585,570 35 | 7,712,509 74 | 1,126,939 39 | ..... |
| Deduct car mileage..... | 111,436 15 | 112,551 17 | | |
| Net increase..... | 6,474,134 20 | 7,599,958 57 | 1,125,824 37 | |

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INTERCOLONIAL DIVISION.

The ocean passenger and freight traffic via the port of Halifax shows a considerable increase for the winter season of 1903-4, as compared with the previous winter season.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the Winter Seasons of 1902-3 and 1903-4.

| Name of Steamer. | 1902-1903. | | | Name of Steamer. | 1903-1904. | | |
|---------------------|--------------------|------------|--------|---------------------|--------------------|------------|--------|
| | No. of Passengers. | | | | No. of Passengers. | | |
| | 1st Class. | 2nd Class. | Total. | | 1st Class. | 2nd Class. | Total. |
| Pretorian..... | 176 | 1,271 | 1,447 | Pretorian..... | 61 | 1,351 | 1,412 |
| Parisian..... | 216 | 1,506 | 1,722 | Parisian..... | 101 | 1,399 | 1,500 |
| Bavarian..... | 198 | 2,033 | 2,231 | Bavarian..... | 175 | 2,314 | 2,689 |
| Corinthian..... | 139 | 1,543 | 1,682 | Corinthian..... | 29 | 578 | 607 |
| Armenian..... | | 3,277 | 3,277 | Cambroman..... | Nil. | 52 | 52 |
| Siberian..... | 5 | 1,086 | 1,091 | Siberian..... | 11 | 556 | 567 |
| Mongolian..... | 26 | 726 | 752 | Mongolian..... | Nil. | 502 | 502 |
| Corean..... | | 489 | 489 | Corean..... | 5 | 165 | 170 |
| Assyrian..... | | 2,944 | 2,944 | Assyrian..... | Nil. | 837 | 837 |
| Numidian..... | 71 | 1,758 | 1,829 | Numidian..... | 26 | 803 | 829 |
| Arcadian..... | | 971 | 971 | Arcadian..... | Nil. | 1,945 | 1,945 |
| Canada..... | 76 | 1,634 | 1,710 | Canada..... | 81 | 1,314 | 1,395 |
| Carthaginian..... | 2 | 1,110 | 1,112 | Carthaginian..... | 22 | 393 | 415 |
| Tunisian..... | 383 | 2,972 | 3,355 | Tunisian..... | 248 | 2,868 | 3,116 |
| Sardinian..... | | 501 | 501 | Sardinian..... | Nil. | 260 | 260 |
| Laurentian..... | 20 | 616 | 636 | Laurentian..... | 24 | 823 | 847 |
| Pomeranian..... | 1 | 510 | 511 | Pomeranian..... | 1 | 372 | 373 |
| Lake Champlain..... | 61 | 1,306 | 1,367 | Lake Champlain..... | 169 | 825 | 994 |
| Adria..... | | 1,090 | 1,090 | Ionian..... | 115 | 1,661 | 1,776 |
| Bulgaria..... | | 2,204 | 2,204 | Dominion..... | 27 | 731 | 758 |
| Sicilian..... | 4 | 16 | 20 | Sicilian..... | 20 | 802 | 822 |
| | | | | Pallanza..... | Nil. | 138 | 138 |
| | | | | Barcelona..... | Nil. | 1,508 | 1,508 |
| | | | | Kensington..... | Nil. | 913 | 913 |
| | | | | Buenos Ayrean..... | Nil. | 39 | 39 |
| | | | | Sarmatian..... | Nil. | 277 | 277 |
| | | | | Southwark..... | Nil. | 512 | 512 |
| | | | | Malou..... | Nil. | 191 | 191 |
| * Total..... | 1,378 | 29,563 | 30,941 | Total..... | 1,115 | 24,329 | 25,444 |

* NOTE.—Of the above 29,315 travelled by the Canadian Pacific Railway, and 1,626 travelled by the Intercolonial Railway.

Of the 25,444 passengers carried by the Intercolonial Railway in 1903-04 as above, 17,237 travelled via St. John by the Canadian Pacific Railway, and 2,125 travelled by the Intercolonial Railway to Montreal.

4-5 EDWARD VII, A. 1905

COMPARATIVE Statement of Ocean-borne Freight Traffic during the Winter Seasons of 1902-3 and 1903-4.

| Name of Line of Steamers. | WINTER OF 1902-1903. | | | Name of Line of Steamers. | WINTER OF 1903-1904. | | |
|---------------------------|----------------------|--------------|-------------|--------------------------------------|----------------------|--------------|-------------|
| | Measure-ment tons. | Weight tons. | Total tons. | | Measure-ment tons. | Weight tons. | Total tons. |
| Furness-Allan | Nil. | Nil. | Nil. | ..... | ..... | ..... | ..... |
| Allan Line.. . . . | 3,962 | 2,530 | 6,492 | Allan Line..... | 11,203 | 4,095 | 15,298 |
| Furness Line..... | 4,339 | 8,445 | 12,784 | Furness Line.. . . . | 4,599 | 8,754 | 13,353 |
| Elder-Dempster... | Nil. | Nil. | Nil. | Canada-Jamacia) Steamship Line } | ..... | 40 | 40 |
| Pickford and Black | 152 | 1,786 | 1,938 | Pickford and Black | Nil. | Nil. | Nil. |
| Beaver Line..... | Nil. | Nil. | Nil. | Red Cross Line. . . | Nil. | 879 | 879 |
| Total | 8,453 | 12,761 | 21,214 | Total. | 15,802 | 13,768 | 29,570 |

The above statement shows an increase of 8,356 tons of ocean-borne freight traffic for the winter season of 1903-4 as compared with the winter season of 1902-3.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to June 30, 1904 :—

| | Engines. | Dining cars. | PASSENGER CAR STOCK. | | | | | Conductor's van. | Oil tank cars. | Box, cattle and re-frigerator cars. | Platform cars. | Coal cars of 3 several kinds. | Snow ploughs. | Wing ploughs. | Flangers. | Rotary snow ploughs. | Auxiliary cars. | Air Brake Instruct-ion car. |
|----------|----------|--------------|----------------------------------|------------|---------------------|------------|--------------------------|------------------|----------------|-------------------------------------|----------------|-------------------------------|---------------|---------------|-----------|----------------------|-----------------|-----------------------------|
| | | | 1st class sleeping and par-lour. | 1st class. | 2nd class sleepers. | 2nd class. | Baggage and mail postal. | | | | | | | | | | | |
| | | | | | | | | | | 5,486 | | 999 | | | | | | |
| | 302 | 7 | 31 | 117 | 31 | 93 | 50 | 99 | .... | 123 | 2,686 | 54 | 49 | 10 | 22 | 2 | 19 | 1 |
| | | | 5 | | | | 32 | .... | 15 | 84 | | 542 | | | | | | |
| Total... | 302 | 7 | 36 | 117 | 31 | 93 | 82 | 99 | 15 | 5,693 | 2,686 | 1,595 | 49 | 10 | 22 | 2 | 19 | 1 |

NOTE—51 coal cars have been converted into platform cars.

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The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended June 30, 1904, at the cost of revenue to maintain the work :—

| | Engines. | Passenger Car Stock. | | | | | Conductor's van. | Box cars. | Platform cars. | Refrigerator cars. | Coal cars of three several kinds. | Snow ploughs. | Wing ploughs. | Flangers. | Rotary snow ploughs. |
|------------|----------|---------------------------------|------------|---------------------|------------|----------------------|------------------|-----------|----------------|--------------------|-----------------------------------|---------------|---------------|-----------|----------------------|
| | | 1st class sleeping and parlour. | 1st class. | 2nd class sleepers. | 2nd class. | Baggage and express. | | | | | | | | | |
| Total..... | 8 | ..... | ..... | ..... | ..... | 3 | 8 | 255 | 137 | 8 | 54 | ..... | ..... | ..... | ..... |

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876, when the road was first opened as a through line to the west.

| Year. | Average Miles in Operation. | Working Expenses. | Gross Earnings. | Profit. | Loss. | Tons of Freight carried. | No. of Passengers carried. |
|-----------------|-----------------------------|-------------------|-----------------|------------|------------|--------------------------|----------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | |
| 1876-77..... | 714 | 1,661,673 55 | 1,154,445 33 | ..... | 507,228 22 | 421,327 | 913,420 |
| 1877-78..... | 714 | 1,816,273 56 | 1,378,946 78 | ..... | 432,326 78 | 522,710 | 318,957 |
| 1878-79..... | 714 | 2,010,183 22 | 1,294,009 69 | ..... | 716,083 53 | 510,861 | 640,101 |
| 1879-80..... | 829 | 1,603,429 71 | 1,506,298 48 | ..... | 97,131 23 | 561,924 | 581,483 |
| 1880-81..... | 840 | 1,759,851 27 | 1,760,393 92 | 542 65 | ..... | 725,777 | 631,245 |
| 1881-82..... | 840 | 2,069,657 48 | 2,079,262 66 | 9,605 18 | ..... | 838,956 | 779,994 |
| 1882-83..... | 840 | 2,360,373 27 | 2,370,910 10 | 10,547 83 | ..... | 970,961 | 878,600 |
| 1883-84..... | 887 | 2,377,433 62 | 2,384,414 92 | 6,981 30 | ..... | 1,009,237 | 944,636 |
| 1884-85..... | 941 | 2,519,751 56 | 2,441,203 66 | ..... | 78,547 90 | 989,986 | 957,228 |
| 1885-86..... | 946 | 2,583,999 67 | 2,450,093 88 | ..... | 133,905 79 | 1,023,788 | 932,880 |
| 1886-87..... | 977 | 2,922,869 62 | 2,660,116 93 | ..... | 262,252 69 | 1,143,020 | 942,784 |
| 1887-88..... | 971 | 3,366,781 74 | 2,983,336 05 | ..... | 383,445 69 | 1,288,823 | 1,040,163 |
| 1888-89..... | 971 | 3,244,647 73 | 2,967,801 00 | ..... | 276,847 73 | 1,218,877 | 1,136,272 |
| 1889-90..... | 971 | 3,560,575 74 | 3,012,739 87 | ..... | 847,835 87 | 1,368,819 | 1,219,233 |
| 1890-91..... | 1,094 | 3,662,341 94 | 2,977,395 38 | ..... | 684,946 56 | 1,304,534 | 1,298,304 |
| 1891-92..... | 1,142 | 3,439,377 00 | 2,945,441 97 | ..... | 493,935 03 | 1,264,575 | 1,297,732 |
| 1892-93..... | 1,142 | 3,045,317 50 | 3,065,499 09 | 20,181 59 | ..... | 1,388,080 | 1,292,878 |
| 1893-94..... | 1,142 | 2,981,671 98 | 2,987,510 27 | 5,838 29 | ..... | 1,342,710 | 1,301,062 |
| 1894-95..... | 1,142 | 2,936,902 74 | 2,940,717 95 | 3,815,21 | ..... | 1,276,816 | 1,352,667 |
| 1895-96..... | 1,142 | 3,012,827 62 | 2,957,640 10 | ..... | 55,187 52 | 1,379,618 | 1,471,866 |
| 1896-97..... | 1,145 | 2,925,968 67 | 2,866,028 02 | ..... | 59,940 65 | 1,296,028 | 1,501,690 |
| 1897-98..... | 1,201 | 3,327,648 51 | 3,117,069 85 | ..... | 209,978 66 | 1,424,576 | 1,523,444 |
| *1898-99..... | 1,301 | 3,675,686 21 | 3,738,331 44 | 62,645 43 | ..... | 1,750,761 | 1,603,095 |
| *1899-1900..... | 1,301 | 4,431,404 69 | 4,552,071 71 | 120,667 02 | ..... | 2,151,208 | 1,791,754 |
| *1900-01..... | 1,301 | 5,460,422 64 | 4,972,235 87 | ..... | 488,186 77 | 2,111,310 | 2,025,295 |
| *1901-02..... | 1,301 | 5,574,563 30 | 5,671,385 91 | 96,822 61 | ..... | 2,385,816 | 2,186,226 |
| *1902-03..... | 1,315 | 6,196,653 19 | 6,324,323 72 | 127,670 53 | ..... | 2,790,737 | 2,404,230 |
| *1903-04..... | 1,321 | 7,239,982 04 | 6,339,231 43 | | 900,750 61 | 2,664,149 | 2,663,156 |

* The working expenses include the rental paid for leased line.

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to June 30, 1904.

| Year. | Miles in operation. | Passenger traffic. | Freight traffic. | Mails and sundries. | Total. |
|--------------|---------------------------|-----------------------|---------------------|---------------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1876-77..... | 714 | 460,368 15 | 607,564 99 | 86,512 21 | 1,154,443 33 |
| 1877-78..... | 714 | 475,256 82 | 801,709 82 | 101,985 07 | 1,378,946 78 |
| 1878-79..... | 714 | 451,893 29 | 753,490 85 | 88,715 55 | 1,294,009 69 |
| 1879-80..... | 829 | 490,338 66 | 915,486 50 | 100,473 32 | 1,506,298 48 |
| 1880-81..... | 840 | 545,114 48 | 1,113,872 21 | 101,407 23 | 1,760,393 92 |
| 1881-82..... | 840 | 651,296 94 | 1,303,495 00 | 124,470 72 | 2,079,262 66 |
| 1882-83..... | 840 | 741,992 72 | 1,487,601 98 | 141,326 40 | 2,370,910 10 |
| 1883-84..... | 887 | 775,783 77 | 1,461,390 37 | 147,240 78 | 2,384,414 92 |
| 1884-85..... | 941 | 747,585 13 | 1,542,032 18 | 151,566 35 | 2,441,203 66 |
| 1885-86..... | 946 | 765,900 03 | 1,523,487 72 | 160,706 13 | 2,450,093 88 |
| 1886-87..... | 977 | 828,328 28 | 1,677,971 59 | 153,817 06 | 2,660,116 93 |
| 1887-88..... | 971 | 884,448 07 | 1,932,877 85 | 166,010 13 | 2,983,336 05 |
| 1888-89..... | 971 | 906,246 47 | 1,909,094 44 | 152,460 09 | 2,967,801 00 |
| 1889-90..... | 971 | 895,094 53 | 1,964,646 86 | 152,998 48 | 3,012,739 87 |
| 1890-91..... | 1,094 | 962,316 88 | 1,854,629 88 | 160,448 62 | 2,977,395 38 |
| 1891-92..... | 1,142 | 961,427 94 | 1,803,529 03 | 180,485 00 | 2,945,441 97 |
| 1892-93..... | 1,142 | 1,002,912 74 | 1,863,823 84 | 194,468 80 | 3,065,499 09 |
| 1893-94..... | 1,142 | 958,915 13 | 1,834,126 34 | 193,762 51 | 2,987,502 27 |
| 1894-95..... | 1,142 | 963,914 44 | 1,782,608 54 | 194,194 97 | 2,940,717 95 |
| 1895-96..... | 1,142 | 971,426 26 | 1,788,813 18 | 197,400 66 | 2,957,640 10 |
| 1896-97..... | 1,145 | 979,005 57 | 1,687,050 42 | 199,972 03 | 2,866,028 02 |
| 1897-98..... | 1,201 | 1,053,864 64 | 1,857,740 06 | 206,065 15 | 3,117,669 85 |
| 1898-99..... | 1,315 | 1,167,453 16 | 2,348,096 58 | 222,781 70 | 3,738,331 44 |
| 1899-00..... | 1,315 | 1,404,469 87 | 2,912,790 52 | 234,811 32 | 4,552,071 71 |
| 1900-01..... | 1,315 | 1,607,166 79 | 3,121,006 15 | 244,062 93 | 4,972,235 87 |
| 1901-02..... | 1,315 | 1,770,941 13 | 3,644,513 42 | 255,931 36 | 5,671,385 91 |
| 1902-03..... | 1,315 | 1,927,916 97 | 4,128,255 00 | 268,151 75 | 6,324,323 72 |
| 1903-04..... | 1,321 | 2,021,568 40 | 4,041,122 48 | 276,540 55 | 6,339,231 43 |

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from June 30, 1876, to June 30, 1904.

| Year. | Miles in operation. | Local freight. | Through freight. | Total. |
|-------------|---------------------------|---------------------------------------------------------------------------------------------------------|---------------------|-----------|
| 1876-7..... | 714 | The information for these years was destroyed when the general offices in Moncton were burned. | | 421,327 |
| 1877-8..... | 714 | | | 522,710 |
| 1878-9..... | 714 | | | 510,861 |
| 1879-0..... | 829 | | | 561,924 |
| 1880-1..... | 840 | | | 725,777 |
| 1881-2..... | 840 | 571,684 | 267,272 | 838,956 |
| 1882-3..... | 840 | 537,025 | 443,936 | 970,961 |
| 1883-4..... | 887 | 584,581 | 424,656 | 1,009,237 |
| 1884-5..... | 941 | 506,574 | 483,362 | 989,936 |
| 1885-6..... | 946 | 580,076 | 443,712 | 1,023,788 |
| 1886-7..... | 977 | 633,455 | 509,565 | 1,143,020 |
| 1887-8..... | 971 | 727,599 | 561,224 | 1,288,823 |
| 1888-9..... | 971 | 624,436 | 594,441 | 1,218,877 |
| 1889-0..... | 971 | 756,696 | 612,123 | 1,368,819 |
| 1890-1..... | 1,094 | 797,492 | 507,042 | 1,304,534 |
| 1891-2..... | 1,142 | 750,783 | 513,792 | 1,264,575 |
| 1892-3..... | 1,142 | 1,030,628 | 357,452 | 1,388,080 |
| 1893-4..... | 1,142 | 906,114 | 376,596 | 1,342,710 |
| 1894-5..... | 1,142 | 901,374 | 366,442 | 1,267,816 |
| 1895-6..... | 1,142 | 1,011,229 | 368,389 | 1,379,618 |
| 1896-7..... | 1,145 | 927,167 | 368,859 | 1,296,028 |
| 1897-8..... | 1,201 | 1,053,569 | 381,007 | 1,434,576 |
| 1898-9..... | 1,315 | 1,351,569 | 399,192 | 1,750,761 |
| 1899-0..... | 1,315 | 1,713,928 | 437,280 | 2,151,208 |
| 1900-1..... | 1,315 | 1,633,671 | 477,639 | 2,111,310 |
| 1901-2..... | 1,315 | 1,914,551 | 471,265 | 2,385,816 |
| 1902-3..... | 1,315 | 2,239,993 | 550,744 | 2,790,737 |
| 1903-4..... | 1,321 | 2,123,261 | 540,888 | 2,664,149 |

NOTE.—According to this table, the Through Freight business appears to be less than 17 years ago. This is explained by Montreal having become a local station after the I. C. Ry. was extended to that city. Another cause is the opening of the C. P. Ry. to St. John.

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INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to June 30, 1904.

| Year. | Miles in Operation. | Number of Local Passengers. | Number of Through Passengers. | Total. |
|-----------------|---------------------------|---------------------------------------------------------------------------------------------------------|-------------------------------------|-----------|
| 1876-7. | 714 | The information for these years was destroyed when the general offices in Moncton were burned. | | 613,420 |
| 1877-8. | 714 | | | 618,957 |
| 1878-9. | 714 | | | 640,101 |
| 1879-00. | 829 | | | 581,483 |
| 1880-1. | 840 | | | 631,245 |
| 1881-2. | 840 | 647,534 | 132,460 | 779,994 |
| 1882-3. | 840 | 728,186 | 150,414 | 878,600 |
| 1883-4. | 887 | 784,715 | 159,921 | 944,636 |
| 1884-5. | 941 | 812,028 | 145,200 | 957,228 |
| 1885-6. | 946 | 784,817 | 148,063 | 932,880 |
| 1886-7. | 977 | 814,932 | 128,752 | 942,784 |
| 1887-8. | 971 | 948,324 | 91,839 | 1,040,163 |
| 1888-9. | 971 | 1,050,592 | 85,680 | 1,136,272 |
| 1889-00. | 971 | 1,112,695 | 91,531 | 1,219,233 |
| 1890-1. | 1,094 | 1,203,814 | 94,490 | 1,298,304 |
| 1891-2. | 1,142 | 1,198,649 | 99,083 | 1,297,732 |
| 1892-3. | 1,142 | 1,188,827 | 104,051 | 1,292,878 |
| 1893-4. | 1,142 | 1,216,027 | 85,035 | 1,301,062 |
| 1894-5. | 1,142 | 1,272,284 | 80,343 | 1,352,667 |
| 1895-6. | 1,142 | 1,386,803 | 85,063 | 1,471,866 |
| 1896-7. | 1,145 | 1,416,631 | 85,059 | 1,501,690 |
| 1897-8. | 1,201 | 1,438,590 | 89,854 | 1,523,444 |
| 1898-9. | 1,315 | 1,504,652 | 98,443 | 1,603,095 |
| 1899-1900. | 1,315 | 1,678,858 | 112,896 | 1,791,754 |
| 1900-1. | 1,315 | 1,905,599 | 119,696 | 2,025,295 |
| 1901-2. | 1,315 | 2,061,196 | 125,030 | 2,186,226 |
| 1902-3. | 1,315 | 2,255,013 | 149,217 | 2,404,230 |
| 1903-4. | 1,321 | 2,447,843 | 215,313 | 2,663,156 |

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The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since the road was opened as a through line :—

| Year. | For the West. | | | To Local Stations. | Total. |
|----------------|-------------------|---------------|---------------|--------------------|---------|
| | Via Ste. Rosalie. | Via Montreal. | Via St. John. | | |
| 1876-77..... | | | | 103,420 | 103,420 |
| 1877-78..... | | | | 97,043 | 97,043 |
| 1878-79..... | | 300 | | 112,232 | 112,532 |
| 1879-80..... | | 1,097 | | 135,369 | 136,466 |
| 1880-81..... | | 5,102 | 4,022 | 174,483 | 184,607 |
| 1881-82..... | | 18,015 | 11,779 | 218,364 | 248,158 |
| 1882-83..... | | 12,837 | 22,206 | 227,390 | 262,423 |
| 1883-84..... | | 22,014 | 19,534 | 252,014 | 293,562 |
| 1884-85..... | | 133,440 | 1,773 | 213,791 | 349,004 |
| 1885-86..... | | 171,170 | 21,150 | 215,272 | 407,592 |
| 1886-87..... | | 192,871 | 27,536 | 233,178 | 453,585 |
| 1887-88..... | | 183,704 | 36,228 | 309,727 | 529,659 |
| 1888-89..... | | 160,026 | 27,923 | 338,538 | 526,487 |
| 1889-90..... | | 164,453 | 25,126 | 366,967 | 556,546 |
| 1890-91..... | | 113,996 | 39,213 | 344,829 | 498,038 |
| 1891-92..... | | 35,447 | 5,918 | 392,441 | 433,806 |
| 1892-93..... | | 136,868 | 3,775 | 402,653 | 543,296 |
| 1893-94..... | | 102,273 | 8,028 | 367,390 | 478,691 |
| 1894-95..... | | 67,082 | 7,865 | 310,253 | 385,200 |
| 1895-96..... | | 53,124 | 9,681 | 369,708 | 432,513 |
| 1896-97..... | | 38,395 | 12,306 | 331,469 | 382,172 |
| 1897-98..... | | 9,084 | 9,796 | 351,069 | 369,949 |
| 1898-99..... | | 4,644 | 5,399 | 484,163 | 494,206 |
| 1899-1900..... | | 3,495 | Nil. | 599,714 | 603,289 |
| 1900-01..... | 136 | Nil. | Nil. | 506,454 | 506,590 |
| 1901-02..... | 1,131 | 5,763 | 3,640 | 546,986 | 557,520 |
| 1902-03..... | 2,200 | 7,817 | 6,775 | 725,727 | 742,519 |
| 1903-04..... | 2,260 | 637 | 513 | 691,346 | 694,761 |

It thus appears that the largest tonnage of coal carried over the road for the west was in the year 1886-7, when it reached 220,407 tons, since which the through coal traffic for points west of the Intercolonial Railway has greatly declined.

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TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

| Year. | Bushels. | | Total. | Year. | Bushels. | | Total. |
|---------|----------------|---------------|---------|-----------|----------------|---------------|-----------|
| | Via Chaudière. | Via St. John. | | | Via Chaudière. | Via St. John. | |
| 1876-77 | | | | 1890-91 | 148,803 | 59,534 | 218,337 |
| 1877-78 | | | | 1891-92 | 845,997 | 519,500 | 1,265,497 |
| 1878-79 | | | | 1892-93 | 150,306 | 197,669 | 352,975 |
| 1879-80 | | | | 1893-94 | Nil. | 8,026 | 8,026 |
| 1880-81 | | | | 1894-95 | Nil. | Nil. | Nil. |
| 1881-82 | | | | 1895-96 | Nil. | Nil. | Nil. |
| 1882-83 | 31,011 | | 31,011 | 1896-97 | Nil. | Nil. | Nil. |
| 1883-84 | 73,389 | | 73,389 | 1897-98 | 8,000 | Nil. | 8,000 |
| 1884-85 | 300,901 | | 300,901 | 1898-99 | 30,000 | Nil. | 30,000 |
| 1885-86 | 389,122 | | 389,122 | 1899-1900 | 13,239 | Nil. | 13,239 |
| 1886-87 | 575,880 | | 575,880 | 1900-01 | 147 | Nil. | 147 |
| 1887-88 | 69,021 | | 69,021 | 1901-02 | Nil. | Nil. | Nil. |
| 1888-89 | 129,725 | | 129,725 | 1902-03 | Nil. | Nil. | Nil. |
| 1889-90 | 502,012 | | 502,012 | 1903-04 | 147,438 | Nil. | 147,438 |

TABLE showing the number of barrels of flour and meal carried during each year since the road was first opened as a through line to the west.

| Year. | Barrels. | Year. | Barrels. |
|---------|-----------|-----------|-----------|
| 1876-77 | 254,710 | 1890-91 | 1,013,129 |
| 1877-78 | 557,778 | 1891-92 | 954,015 |
| 1878-79 | 630,329 | 1892-93 | 866,913 |
| 1879-80 | 535,248 | 1893-94 | 944,967 |
| 1880-81 | 672,310 | 1894-95 | 938,351 |
| 1881-82 | 692,095 | 1895-96 | 822,097 |
| 1882-83 | 983,916 | 1896-97 | 847,701 |
| 1883-84 | 817,134 | 1897-98 | 987,408 |
| 1884-85 | 935,977 | 1898-99 | 1,157,250 |
| 1885-86 | 761,127 | 1899-1900 | 1,234,076 |
| 1886-87 | 763,894 | 1900-01 | 1,292,106 |
| 1887-88 | 871,838 | 1901-02 | 1,311,707 |
| 1888-89 | 948,514 | 1902-03 | 1,521,540 |
| 1889-90 | 1,116,050 | 1903-04 | 1,607,050 |

TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

| Year. | Bushels. | Year. | Bushels. |
|---------|-----------|-----------|-----------|
| 1876-77 | 292,852 | 1890-91 | 2,890,921 |
| 1877-78 | 331,170 | 1891-92 | 3,776,677 |
| 1878-79 | 302,921 | 1892-93 | 1,514,619 |
| 1879-80 | 534,021 | 1893-94 | 1,304,684 |
| 1880-81 | 565,678 | 1894-95 | 1,036,384 |
| 1881-82 | 560,253 | 1895-96 | 1,064,385 |
| 1882-83 | 1,195,601 | 1896-97 | 1,093,499 |
| 1883-84 | 654,673 | 1897-98 | 1,551,372 |
| 1884-85 | 734,902 | 1898-99 | 2,595,353 |
| 1885-86 | 849,800 | 1899-1900 | 2,720,453 |
| 1886-87 | 1,018,395 | 1900-1901 | 3,535,364 |
| 1887-88 | 1,219,035 | 1901-02 | 2,959,761 |
| 1888-89 | 1,246,158 | 1902-03 | 3,392,252 |
| 1889-90 | 2,610,202 | 1903-04 | 2,788,772 |

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TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

| Year. | Feet. | Year. | Feet. |
|--------------|-------------|----------------|-------------|
| 1876-77..... | 50,096,474 | 1890-91..... | 184,188,324 |
| 1877-78..... | 56,626,547 | 1891-92..... | 175,474,340 |
| 1878-79..... | 55,626,696 | 1892-93..... | 181,211,013 |
| 1879-80..... | 55,462,654 | 1893-94..... | 200,507,949 |
| 1880-81..... | 72,841,388 | 1894-95..... | 202,247,269 |
| 1881-82..... | 78,356,418 | 1895-96..... | 226,332,715 |
| 1882-83..... | 104,633,417 | 1896-97..... | 243,355,725 |
| 1883-84..... | 131,120,948 | 1897-98..... | 354,093,816 |
| 1884-85..... | 138,493,675 | 1898-99..... | 306,554,031 |
| 1885-86..... | 117,186,512 | 1899-1900..... | 379,350,074 |
| 1886-87..... | 161,801,763 | 1900-1901..... | 396,858,964 |
| 1887-88..... | 197,755,272 | 1901-02..... | 428,051,029 |
| 1888-89..... | 199,507,777 | 1902-03..... | 459,231,589 |
| 1889-90..... | 210,886,071 | 1903-04..... | 465,379,903 |

TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

| Year. | Number. | Year. | Number. |
|--------------|---------|----------------|---------|
| 1876-77..... | 34,414 | 1890-91..... | 95,529 |
| 1877-78..... | 46,498 | 1891-92..... | 87,889 |
| 1878-79..... | 47,584 | 1892-93..... | 93,369 |
| 1879-80..... | 70,990 | 1893-94..... | 79,203 |
| 1880-81..... | 61,574 | 1894-95..... | 72,106 |
| 1881-82..... | 73,479 | 1895-96..... | 64,051 |
| 1882-83..... | 68,338 | 1896-97..... | 72,082 |
| 1883-84..... | 60,090 | 1897-98..... | 89,301 |
| 1884-85..... | 70,785 | 1898-99..... | 109,821 |
| 1885-86..... | 74,498 | 1899-1900..... | 92,813 |
| 1886-87..... | 82,896 | 1900-01..... | 95,923 |
| 1887-88..... | 98,302 | 1901-02..... | 98,495 |
| 1888-89..... | 85,960 | 1902-03..... | 127,060 |
| 1889-90..... | 80,771 | 1903-04..... | 113,006 |

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TABLE showing the number of tons of ocean-borne goods to and from Europe, via the port of Halifax, carried over the road during each year since it was first opened for traffic as a through line.

| Year. | Via Ste. Rosalie and from the West. | Via Montreal to and from the West. | Via St. John to and from the West. | To and from local Stations. | Total. |
|------------|-------------------------------------|------------------------------------|------------------------------------|-----------------------------|---------|
| 1876-77. | | | | | |
| 1877-78. | | 14,949 | | 3,405 | 18,354 |
| 1878-79. | | 21,628 | | 2,643 | 24,271 |
| 1879-80. | | 21,073 | | 4,952 | 26,025 |
| 1880-81. | | 15,454 | | 3,334 | 18,788 |
| 1881-82. | | 21,607 | | 4,168 | 25,775 |
| 1882-83. | | 24,875 | | 7,911 | 32,786 |
| 1883-84. | | 19,696 | | 6,533 | 26,229 |
| 1884-85. | | 22,787 | | 8,405 | 31,192 |
| 1885-86. | | 13,464 | | 8,216 | 21,680 |
| 1886-87. | | 16,923 | | 9,811 | 26,734 |
| 1887-88. | | 41,864 | | 8,878 | 50,742 |
| 1888-89. | | 17,340 | | 11,481 | 28,821 |
| 1889-90. | | 9,895 | | 11,730 | 21,625 |
| 1890-91. | | 9,923 | | 10,764 | 20,687 |
| 1891-92. | | 9,719 | 17 | 23,835 | 33,571 |
| 1892-93. | | 7,295 | 100 | 12,319 | 19,714 |
| 1893-94. | | 3,023 | 204 | 13,455 | 16,682 |
| 1894-95. | | 6,749 | 213 | 10,399 | 17,361 |
| 1895-96. | | 3,767 | 314 | 16,748 | 20,829 |
| 1896-97. | | 2,654 | 263 | 17,239 | 20,156 |
| 1897-98. | | 5,950 | 1,637 | 18,633 | 26,220 |
| 1898-99. | | 2,465 | 243 | 31,555 | 34,263 |
| 1899-1900. | | 2,379 | 307 | 37,108 | 39,794 |
| 1900-01. | 322 | 6,860 | 1,142 | 155,514 | 163,838 |
| 1901-02. | 1,106 | 7,780 | 1,528 | 172,733 | 183,147 |
| 1902-03. | 817 | 11,925 | 1,194 | 124,695 | 138,631 |
| 1903-04. | 2,079 | 21,377 | 2,994 | 146,070 | 174,520 |

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TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

| Year. | Raw Sugar. | | | | | Refined Sugar. | | | | |
|-----------|-------------------|--------------------------|---------------------------|-------------------|--------|-------------------------------|---------------------------|---------------------------|-------------------|--------|
| | Via Ste. Rosalie. | To Montreal for the West | To St. John for the West. | To Local Stations | Total. | To Ste. Rosalie for the West. | To Montreal for the West. | To St. John for the West. | To Local Stations | Total. |
| | | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1876-77 | | 340 | | | 340 | | | | | |
| 1877-78 | | 186 | | | 186 | | | | | |
| 1878-79 | | 1,041 | | | 1,041 | | | | | |
| 1879-80 | | 12,220 | | | 12,220 | | | | | |
| 1880-81 | | 13,872 | | | 13,872 | | 4,022 | | 2,902 | 6,924 |
| 1881-82 | | 14,256 | | 1,290 | 15,546 | | 7,146 | | 3,607 | 10,753 |
| 1882-83 | | 9,465 | | 508 | 9,973 | | 11,126 | | 5,497 | 16,623 |
| 1883-84 | | 13,778 | | 3,068 | 16,846 | | 14,543 | | 7,265 | 21,808 |
| 1884-85 | | 10,381 | | 3,661 | 14,042 | | 18,024 | | 8,445 | 26,469 |
| 1885-86 | | 4,394 | | 3,998 | 8,392 | | 7,574 | | 5,858 | 13,518 |
| 1886-87 | | 20,450 | | 8,500 | 28,950 | | 15,044 | | 8,395 | 23,439 |
| 1887-88 | | 14,320 | | 14,085 | 28,405 | | 21,641 | | 7,133 | 28,774 |
| 1888-89 | | 24,358 | | 7,160 | 31,518 | | 12,955 | | 11,120 | 24,075 |
| 1889-90 | | 7,390 | | 8,913 | 16,303 | | 6,778 | | 6,125 | 12,903 |
| 1890-91 | | 5,088 | 4,670 | 8,215 | 17,973 | | 10,130 | 468 | 5,996 | 16,594 |
| 1891-92 | | 7,142 | 3,960 | 10,535 | 21,637 | | 12,633 | 7,647 | 12,414 | 32,721 |
| 1892-93 | | Nil. | Nil. | 10,137 | 10,137 | | 8,327 | 6,456 | 7,840 | 22,623 |
| 1893-94 | | Nil. | Nil. | 6,775 | 6,775 | | 17,729 | 6,967 | 8,885 | 33,581 |
| 1894-95 | | Nil. | Nil. | 10,342 | 10,342 | | 13,351 | 15,819 | 4,695 | 33,865 |
| 1895-96 | | Nil. | Nil. | 9,824 | 9,824 | | 15,138 | 13,734 | 11,309 | 40,181 |
| 1896-97 | | Nil. | Nil. | 4,925 | 4,925 | | 5,694 | 8,069 | 6,957 | 20,720 |
| 1897-98 | | Nil. | Nil. | Nil. | Nil. | | 6,624 | 8,821 | 10,989 | 26,534 |
| 1898-99 | | Nil. | Nil. | Nil. | Nil. | | 8,138 | 2,193 | 15,833 | 26,164 |
| 1899-1900 | | 96 | Nil. | Nil. | 96 | | 9,795 | 257 | 19,655 | 29,907 |
| 1900-01 | | 489 | Nil. | Nil. | 489 | 403 | 14,791 | 12 | 10,615 | 25,821 |
| 1901-02 | | 90 | Nil. | 11,553 | 11,643 | 3,101 | 6,831 | 861 | 18,839 | 29,632 |
| 1902-03 | | 194 | Nil. | 17,137 | 17,331 | 3,183 | 5,763 | 1,636 | 20,529 | 31,111 |
| 1903-04 | 357 | 875 | Nil. | 7,495 | 8,727 | 6,013 | 8,628 | 879 | 29,400 | 44,920 |

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TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

| Year. | Fresh Fish. | | | | | Salt Fish. | | | | |
|----------------|-------------------------------|---------------------------|---------------------------|--------------------|--------|-------------------------------|---------------------------|---------------------------|--------------------|--------|
| | To Ste. Rosalie for the West. | To Montreal for the West. | To St. John for the West. | To Local Stations. | Total. | To Ste. Rosalie for the West. | To Montreal for the West. | To St. John for the West. | To Local Stations. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1876-77..... | | 530 | 921 | 527 | 1,978 | | 551 | 1,848 | 902 | 3,201 |
| 1877-78..... | | 596 | 1,015 | 474 | 2,085 | | 898 | 1,644 | 805 | 3,347 |
| 1878-79..... | | 471 | 1,336 | 817 | 2,624 | | | 1,038 | 1,048 | 2,974 |
| 1879-80..... | | 519 | 1,362 | 453 | 2,334 | | 1,612 | 2,238 | 959 | 4,809 |
| 1880-81..... | | 498 | 1,879 | 920 | 3,297 | | 2,418 | 937 | 1,061 | 4,406 |
| 1881-82..... | | 475 | 1,619 | 957 | 3,051 | | 4,031 | 1,066 | 2,487 | 7,584 |
| 1882-83..... | | 542 | 384 | 393 | 1,319 | | 3,229 | 759 | 1,354 | 5,412 |
| 1883-84..... | | 838 | 1,682 | 412 | 2,932 | | 1,322 | 1,143 | 1,224 | 3,689 |
| 1884-85..... | | 1,062 | 1,885 | 484 | 3,431 | | 3,563 | 3,600 | 1,596 | 8,759 |
| 1885-86..... | | 1,669 | 1,645 | 902 | 4,216 | | 1,689 | 2,047 | 3,376 | 7,103 |
| 1886-87..... | | 1,278 | 1,572 | 2,008 | 4,858 | | 3,236 | 569 | 1,747 | 5,552 |
| 1887-88..... | | 1,533 | 1,477 | 1,031 | 4,041 | | 2,617 | 476 | 1,099 | 4,193 |
| 1888-89..... | | 2,474 | 2,000 | 1,870 | 6,344 | | 3,070 | 7,746 | 2,994 | 13,810 |
| 1889-90..... | | 2,235 | 1,787 | 2,111 | 6,223 | | 2,449 | 847 | 3,288 | 6,584 |
| 1890-91..... | | 2,029 | 2,788 | 1,848 | 6,665 | | 1,953 | 1,917 | 3,236 | 7,106 |
| 1891-92..... | | 1,367 | 1,746 | 547 | 3,660 | | 1,946 | 928 | 1,889 | 4,763 |
| 1892-93..... | | 1,683 | 1,875 | 3,340 | 6,898 | | 3,262 | 1,811 | 2,176 | 7,249 |
| 1893-94..... | | 1,959 | 2,192 | 2,224 | 6,375 | | 2,921 | 1,814 | 2,962 | 7,697 |
| 1894-95..... | | 2,006 | 3,726 | 1,160 | 6,892 | | 2,075 | 1,849 | 5,285 | 10,209 |
| 1895-96..... | | 1,966 | 3,059 | 1,319 | 6,344 | | 1,863 | 1,087 | 2,791 | 5,741 |
| 1896-97..... | | 3,307 | 3,115 | 1,286 | 7,708 | | 2,168 | 1,176 | 2,536 | 5,880 |
| 1897-98..... | | 3,575 | 3,703 | 1,052 | 8,330 | | 1,729 | 1,066 | 2,210 | 5,005 |
| 1898-99..... | | 1,210 | 2,070 | 3,305 | 6,583 | | 1,651 | 1,198 | 3,625 | 5,474 |
| 1899-1900..... | | 2,547 | 2,706 | 3,686 | 8,939 | | 2,421 | 1,563 | 2,659 | 6,643 |
| 1900-01..... | 37 | 2,009 | 3,207 | 4,125 | 9,393 | 360 | 3,419 | 1,346 | 4,643 | 9,768 |
| 1901-02..... | 219 | 3,013 | 4,373 | 5,477 | 13,082 | 283 | 3,150 | 1,413 | 5,196 | 10,042 |
| 1902-03..... | 140 | 2,269 | 3,040 | 4,842 | 10,289 | 493 | 2,808 | 1,615 | 6,579 | 11,495 |
| 1903-04..... | 539 | 1,939 | 3,588 | 5,002 | 11,068 | 225 | 2,359 | 564 | 5,848 | 8,996 |

206 miles of 57 lb. and 67 lb. rails were taken up and replaced by 162 miles of 80 lb. and 44 miles of 67 lb. rails; 644,683 ties and 156 sets of switch ties were renewed.

CAPITAL ACCOUNT.

Total cost of road and equipment up to June 30, 1904:—

| | |
|----------------------------------------------------------------------------------------|-----------------|
| Road, including \$1,464,000 paid on account purchasing Drummond County Railway..... | \$58,778,794 87 |
| Rolling stock..... | 13,957,140 93 |
| Total..... | \$72,735,935 80 |

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year.

The net results in the operation of this road are not as favourable as those of the year previous. Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.

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WINDSOR BRANCH.

This road continues to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving two-thirds of the gross earnings for working the traffic, and the government one-third of the gross earnings for maintaining the way and works.

This road has been maintained in efficient condition.

TABLE showing the earnings and its division between the Windsor Branch, and the Main Line of the Intercolonial Railway between Windsor and Halifax, the maintenance expenses and net earnings of the Windsor Branch for each year since 1880.

| Year. | Miles in oper- ation. | One-third gross earnings. | Proportion of one-third gross earnings credited to line Windsor Junction to Halifax. | Proportion of one-third gross earnings credited to the Windsor Branch. | Maintenance expenses. | Profit. | Loss. |
|-------------|-----------------------------|---------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------|-----------|---------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1880-81.. | 32 | 28,434 29 | 7,217 76 | 21,216 53 | 20,502 26 | 714 27 | |
| 1881-82.. | 32 | 28,461 07 | 7,407 88 | 21,052 19 | 13,099 55 | 7,953 64 | |
| 1882-83.. | 32 | 31,199 77 | 8,085 88 | 24,113 89 | 23,103 93 | 1,009 96 | |
| 1883-84.. | 32 | 30,428 39 | 7,409 46 | 23,018 93 | 22,140 86 | 878 07 | |
| 1884-85.. | 32 | 32,246 30 | 7,794 95 | 24,451 35 | 18,751 96 | 5,699 39 | |
| 1885-86.. | 32 | 31,185 63 | 7,527 52 | 23,658 11 | 19,229 49 | 4,428 62 | |
| 1886-87.. | 32 | 33,564 58 | 8,237 00 | 25,327 58 | 26,042 33 | ..... | 714 75 |
| 1887-88.. | 32 | 32,242 85 | 6,689 30 | 24,553 55 | 24,040 33 | 513 22 | |
| 1888-89.. | 32 | 37,313 43 | 8,941 32 | 28,372 11 | 20,856 50 | 7,515 61 | |
| 1889-90.. | 32 | 39,544 19 | 9,381 73 | 30,162 46 | 18,982 82 | 11,179 64 | |
| 1890-91.. | 32 | 39,519 56 | 9,284 43 | 33,508 35 | 28,931 71 | 1,303 42 | |
| 1891-92.. | 32 | 42,891 23 | 9,382 38 | 30,235 13 | 19,514 37 | 13,994 48 | |
| 1892-93.. | 32 | 43,901 28 | 9,585 17 | 34,316 11 | 16,889 95 | 17,426 16 | |
| 1893-94.. | 32 | 41,834 70 | 8,859 23 | 32,975 47 | 17,645 09 | 15,330 38 | |
| 1894-95.. | 32 | 50,703 84 | 11,626 20 | 39,077 64 | 14,640 07 | 24,437 57 | |
| 1895-96.. | 32 | 47,456 74 | 10,894 91 | 36,561 83 | 16,476 46 | 20,985 37 | |
| 1896-97.. | 32 | 54,208 81 | 13,606 58 | 40,603 23 | 10,821 04 | 29,782 19 | |
| 1897-98.. | 32 | 48,892 21 | 11,665 57 | 37,226 64 | 18,181 09 | 14,045 01 | |
| 1898-99.. | 32 | 56,314 51 | 13,840 48 | 42,474 04 | 12,873 06 | 29,600 94 | |
| 1899-1900.. | 32 | 62,266 61 | 14,925 18 | 47,351 43 | 12,891 56 | 34,459 87 | |
| 1900-01.. | 32 | 62,523 20 | 15,261 31 | 47,261 89 | 16,862 66 | 30,399 23 | |
| 1901-02.. | 32 | 65,315 38 | 15,710 79 | 49,604 59 | 16,376 27 | 33,228 32 | |
| 1902-03.. | 32 | 56,417 38 | 13,856 57 | 42,560 81 | 17,843 19 | 24,717 62 | |
| 1903-04.. | 32 | 72,708 54 | 19,074 49 | 53,634 05 | 24,281 09 | 29,352 96 | |

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PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to June 30, 1904 :—

Road, &c. \$5,544,192 68
 Rolling stock. 583,924 12

Total. \$6,128,116 80

The rolling stock provided on capital account consisted of:—

| Engines. | Passenger Car Stock. | | | Official cars. | Box, Cattle and Refrigerator cars. | Platform cars and Coal cars. | Conductors' vans. | Pay car. | Snow ploughs. | Flangers. |
|----------|----------------------|-----------------|------------------------------|----------------|------------------------------------|------------------------------|-------------------|----------|---------------|-----------|
| | 1st class cars. | 2nd class cars. | Baggage, smoking and postal. | | | | | | | |
| 27 | 23 | 16 | 4 3 4 | 1 | 220 21 1 | 147 20 | 4 | 1 | 9 | 7 |
| | | | 11 | | 241 | 167 | | | | |

The capital expenditure during the year amounted to \$698,877.47, of which was expended on the construction of the Murray Harbour branch railway and on the Hillsboro' bridge \$645,230.98.

Statement of rolling stock rebuilt during the year :—

Two locomotives, 1 platform car.

The following works are being carried on, on capital account:—

1. Bridge over the Hillsboro' river at Charlottetown, of which Mr. M. J. Haney is the contractor for the substructure, which work is well advanced. Total expenditure up to June 30, 1903. \$ 735,101 99
 Expenditure from June 30, 1903, to June 30, 1904. . . . 418,982 76

Total expenditure up to June 30, 1904. . . . \$1,154,084 75

2. Murray Harbour branch, of which Mr. Willard Kitchen is the contractor. Total expenditure up to June 30, 1903. \$757,423 48
 Expended from June 30, 1903 to June 30, 1904. . . . 226,248 22

Total expenditure up to June 30, 1904. . . . \$983,671 70

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The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic :—

| Year. | Miles in operation. | Working expenses. | Gross earnings. | Loss. | Tons* of freight carried. | No. of passengers carried. |
|-----------------|---------------------------|----------------------|--------------------|------------|---------------------------------|----------------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | | |
| 1875-76 | 199 | 214,930 43 | 118,060 96 | 96,869 47 | 28,358 | 93,964 |
| 1876-77 | 199 | 228,595 25 | 130,664 92 | 97,930 33 | 41,039 | 93,478 |
| 1877-78 | 199 | 221,599 49 | 135,899 60 | 85,699 89 | 38,668 | 111,428 |
| 1878-79 | 199 | 223,313 12 | 125,855 99 | 97,457 21 | 38,923 | 105,046 |
| 1879-80 | 199 | 164,640 55 | 113,851 11 | 50,789 44 | 37,208 | 90,533 |
| 1880-81 | 199 | 203,122 88 | 131,131 43 | 71,991 45 | 46,336 | 102,937 |
| 1881-82 | 199 | 228,259 97 | 137,267 54 | 90,922 43 | 48,315 | 118,436 |
| 1882-83 | 199 | 252,808 41 | 146,170 42 | 106,637 99 | 51,920 | 117,162 |
| 1883-84 | 199 | 236,428 13 | 144,504 12 | 91,924 01 | 51,841 | 118,988 |
| 1884-85 | 211 | 211,207 01 | 158,588 06 | 52,618 95 | 57,346 | 130,423 |
| 1885-86 | 211 | 216,744 34 | 155,584 36 | 61,159 93 | 57,913 | 120,374 |
| 1886-87 | 211 | 204,237 37 | 155,303 37 | 48,934 00 | 63,589 | 103,067 |
| 1887-88 | 211 | 229,639 95 | 158,365 62 | 71,276 33 | 59,603 | 131,246 |
| 1888-89 | 211 | 247,559 44 | 171,369 56 | 76,189 89 | 56,682 | 152,780 |
| 1889-90 | 211 | 266,485 85 | 160,971 78 | 105,514 07 | 51,604 | 133,099 |
| 1890-91 | 211 | 257,990 08 | 174,268 05 | 83,732 03 | 59,511 | 145,508 |
| 1891-92 | 211 | 289,706 38 | 157,442 69 | 132,263 69 | 51,065 | 139,389 |
| 1892-93 | 211 | 226,422 17 | 162,690 42 | 63,731 75 | 56,718 | 132,111 |
| 1893-94 | 211 | 226,891 06 | 158,533 83 | 68,357 23 | 53,577 | 123,727 |
| 1894-95 | 211 | 232,105 19 | 149,654 71 | 83,250 41 | 48,325 | 125,089 |
| 1895-96 | 211 | 225,138 56 | 146,476 54 | 78,662 02 | 46,395 | 122,586 |
| 1896-97 | 211 | 240,489 90 | 153,443 13 | 87,046 77 | 52,151 | 121,498 |
| 1897-98 | 211 | 231,418 74 | 158,950 61 | 72,468 13 | 57,539 | 126,510 |
| 1898-99 | 211 | 218,053 01 | 165,021 03 | 53,040 98 | 57,968 | 129,667 |
| 1899-1900 | 211 | 220,931 81 | 174,738 73 | 46,193 08 | 62,227 | 147,471 |
| 1900-01 | 211 | 261,766 24 | 193,833 48 | 67,883 76 | 73,696 | 157,793 |
| 1901-02 | 210 | 270,159 97 | 197,999 97 | 72,160 00 | 75,381 | 184,748 |
| 1902-03 | 209 | 259,637 82 | 217,714 24 | 41,923 58 | 80,582 | 205,265 |
| 1903-04 | 209 | 335,693 44 | 234,390 03 | 101,305 41 | 86,286 | 224,517 |

Steel rails (50 and 56 lb. to yard)..... 205

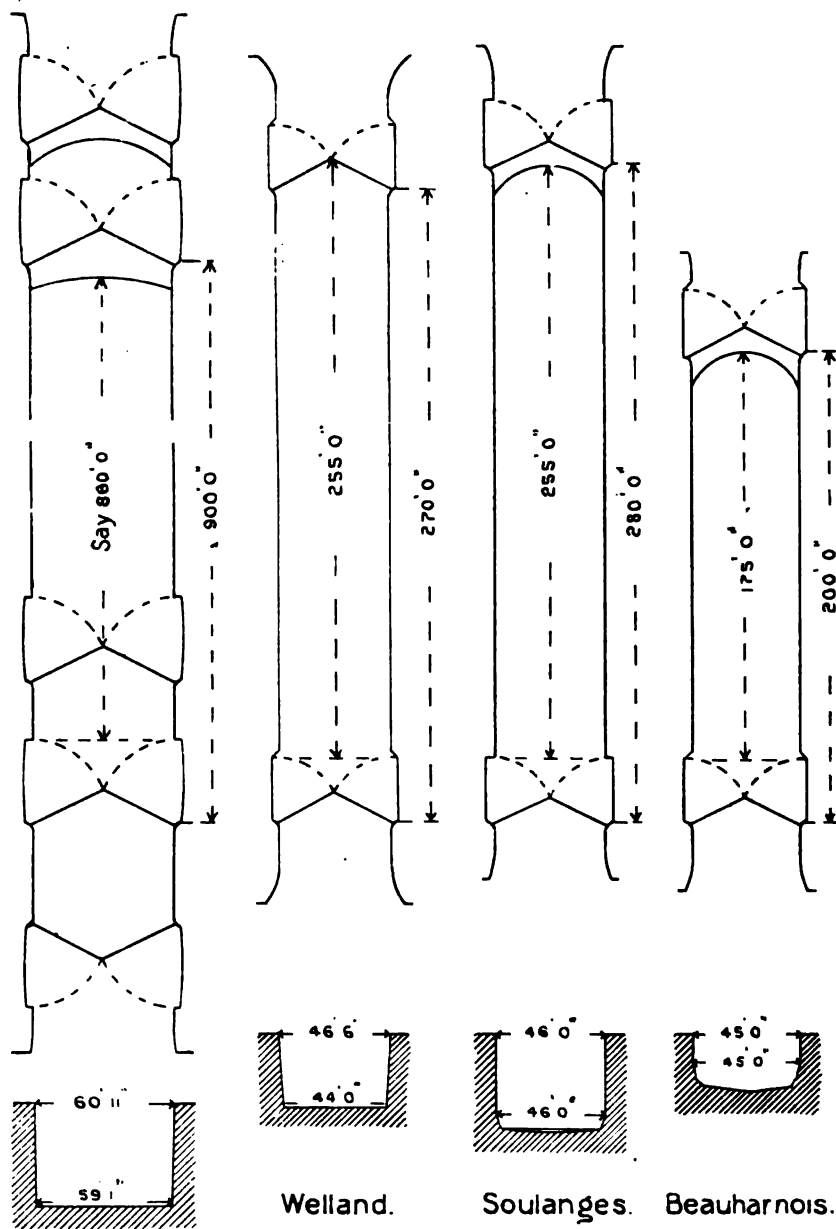
Iron rails (40 lb. to yard)..... 4

Total length of road..... 209

The road and rolling stock are in good running condition.

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Plans and Sections showing the
on each of the Canadian Canal
Canal which is uncompleted.



Sault Ste. Marie.

Welland.

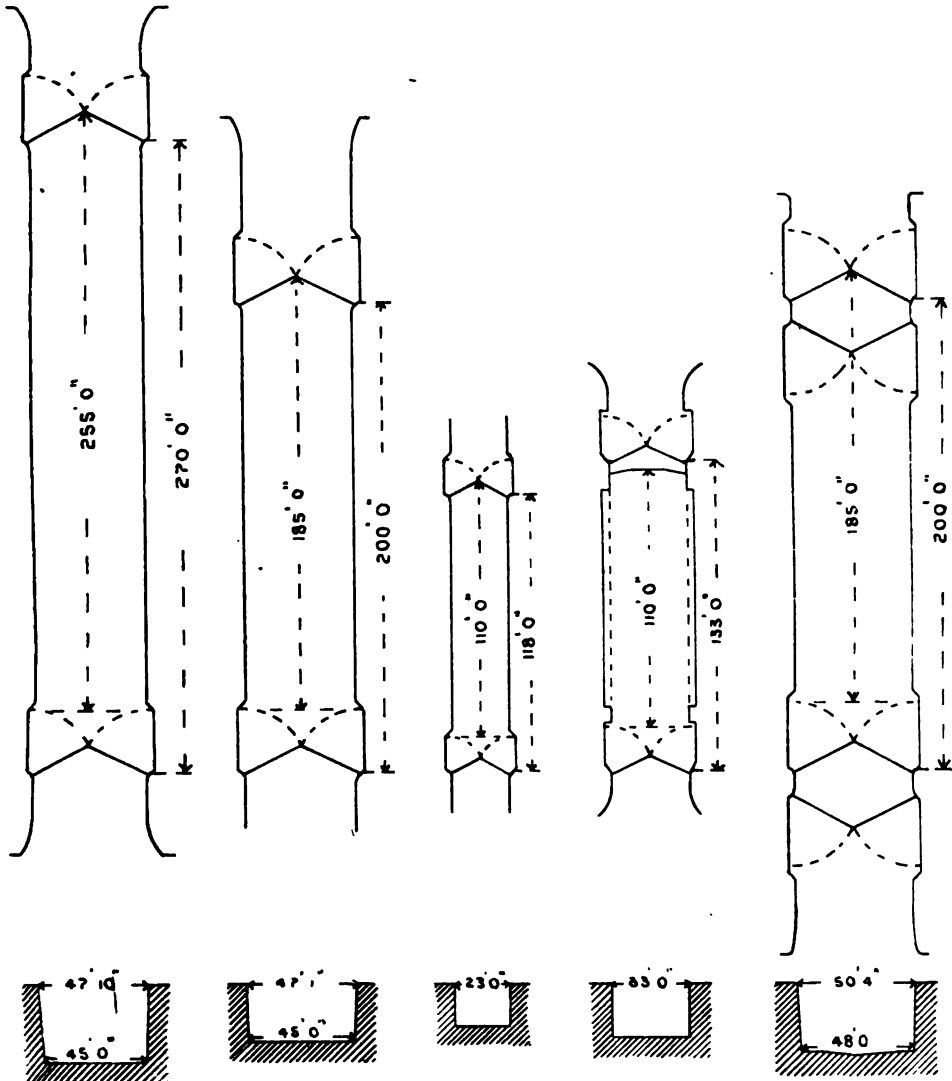
Soulanges.

Beauharnois.

There are no locks on the through
Montreal of less dimension than

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dimensions of the smallest lock
Systems. Except the Trent



Lachine.

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly.

Rideau.

St Peter's

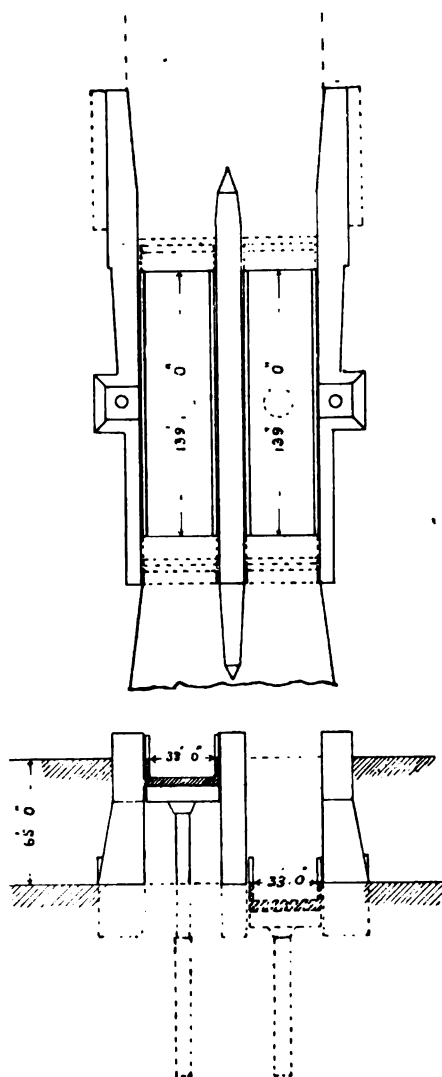
route between Lake Superior and
those of the Welland Canal locks.

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TRENT CANAL

HYDRAULIC LIFT-LOCK AT PETERBOROUGH.

— 65. Feet Lift —



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CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks of the Beauharnois, Carillon and Grenville, St. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

CONSTRUCTION.

SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles.

The works of construction of this canal are completed.

| | |
|-----------------------------------------------------|----------------|
| Total expenditure up to June 30, 1903. | \$6,738,643 32 |
| Expended during the year ended June 30, 1904. . . . | 113,328 45 |

| | |
|--------------------------------------------------------|----------------|
| Total expenditure up to June 30, 1904. | \$6,851,971 77 |
| Expended from June 30, 1904, to October 1, 1904. . . . | 75 75 |

| | |
|-----------------------------------------------|----------------|
| Total expended up to October 1, 1904. | \$6,852,047 52 |
|-----------------------------------------------|----------------|

There yet remains some further payments to be made.

SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is 1½ miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. The Heckler Bros. have completed their contract for a portion of the work of deepening, and a contract has been recently entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

It having been found necessary to lengthen the entrance piers at each end of the canal, a contract has been entered into with Mr. Birmingham to extend south lower entrance pier 800 feet. The work is well advanced, but will not be completed until next season. For the extension of 800 feet to the south upper entrance pier, a contract has recently been entered into with Mr. Boyle, and he is making preparation to commence the work. Tenders are being invited for the erection of a small rest house for the men employed in operating the canal. When these works are brought to a finish the construction of the canal may be considered complete, unless, with a view to appearances of neatness and beauty, it is considered desirable to level up the grounds, lay them out in parterres, and plant them with trees and shrubs.

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| | |
|-------------------------------------------------------------|----------------|
| Total expenditure up to June 30, 1903. | \$4,281,464 76 |
| Expended from June 30, 1903, to June 30, 1904. | 32,029 54 |
| <hr/> | |
| Total expenditure up to June 30, 1904. | \$4,313,494 30 |
| Expenditure from June 30, 1904, to October 1, 1904. | 25,859 70 |
| <hr/> | |
| Total expenditure up to October 1, 1904. | \$4,339,354 00 |

TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario to the Georgian bay on Lake Huron, at the mouth of the Severn river, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

Sections 1 and 2, on the Peterborough-Lakefield division, 9'61 miles, which were constructed by Messrs. Brown, Love & Aylmer and Messrs. Corry & Laverdure respectively, were opened for traffic on July 9 last, on which date the hydraulic lift lock at Peterborough was formally put in operation by the Hon. H. R. Emmerson, Minister of Railways and Canals, before a large gathering of people. Its operation was admirable, and it is a work that does credit to the resident engineers directly in charge of its construction, as well as to the contractors who carried it out, viz. : Messrs. Corry & Laverdure, the contractors for the substructure, and the Dominion Bridge Company, the contractors for the superstructure. The lock has a lift of 65 feet.

*NOTE—The two lock chambers, in which the vessels are raised or lowered, are steel basins measuring 140 by 33 feet, with a plating of 9 feet 10 inches deep. Those basins weigh about 400 tons each and when filled with water to the depth of 88 feet weigh 1,700 tons. They are each supported by heavy steel trusses of the double cantilever style upon a ram 90 inches in diameter and weighing 120 tons. These rams have a 65 foot stroke and work in two steel water tight presses, one under each chamber. The foundations for the presses are on solid rock in wells 70 feet deep.

The pressure caused by this 1,700 ton weight on the 90 inch ram is about 600 pounds to the square inch, and the two presses are connected by a pipe 12 inches in diameter. This connection enables the two chambers to work practically automatically. That is when the valve connecting these two presses opened the chamber that is at the top descends and the one at the bottom ascends until they are at a level unless there is greater weight in one than the other. In actual operation the chamber which it is desired to lower, will be loaded down until it contains about 8 inches of extra water which will give it an increased weight of 100 tons, sufficient to more than break the balance and send the chamber to the bottom. This operation may be carried on without regard to whether there are boats in the chambers or otherwise since it is a well-known scientific fact that any body floating in the water always displaces its own weight and a chamber containing three or four or half a dozen boats may be raised by the weight of the water in the other chamber with the extra 8 inches of water.

While it has been said that theoretically the lock is automatic, practically it is hardly so, in view of the fact that there is bound to be a certain amount of leakage in the presses, in which the rams work, similar to the piston in an engine, with this difference that in the case of the ram, it touches the press at only one point, at the top, where the gland is, while in the case of engine piston it touches the cylinder for its entire length and may have pressure on both sides of it.

As an auxiliary to the automatic operation and to provide for the inevitable leakage, an accumulator has been erected in the east side tower. This accumulator has a ram 20 inches in diameter, with a stroke of 30 feet 6 inches, and has been loaded down to create a pressure of 640 pounds to the square inch, or 40 pounds more than that under which the main presses work. A pair of triple cylinder pumps installed in the breast wall is used to pump water into the accumulator. These pumps are operated by a water turbine, 16 inches in diameter, of 100 horse power, working under a 65 foot head.

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Balsam-Simcoe Lake Division.

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is under contract with Messrs. Larkin & Sangster, except for the steel superstructure of the hydraulic lift lock. Their work is completed, with the

This accumulator is also used to operate the hydraulic engines with which the gates are opened or closed, and also for the capstan used in towing vessels in and out of the chambers. This accumulator is simply an auxiliary to the main presses, which in reality are the heart of the operation.

The rams upon which the chambers are supported are worthy of special mention. It should not be forgotten that the 90 inch ram is the only place where the chamber rests, and it is fixed directly in the centre of the chambers. The ram is made of cast iron in sections and has a perfectly smooth surface, and the metal is $3\frac{1}{2}$ inches thick. The presses in which the rams work are steel castings, $3\frac{1}{2}$ inches thick and $92\frac{1}{2}$ inches internal diameter.

The gate valve on the 12 inch pipe connecting the two presses, and upon which depends the upward and downward motion of the chambers, is operated by the lock master from his cabin in the centre tower, who is in complete control of the operations of the lock. This cabin has been fitted up in first-class shape, the interior fittings being of British Columbia cedar, varnished and finished in natural wood. It is here that the working of the lock is controlled, there being three main levers to do the work. Three men in all are required to perform a lockage; the lock master, who raises and lowers the chambers, and one man at each gate to operate the engine opening and closing the gates, and also to manipulate the capstans used to tow the boats and control them while in the chambers. No steamers will be allowed to enter the chambers under their own steam.

There is a space of about $1\frac{1}{2}$ inches between the ends of the movable lock chambers and the upper and lower reaches of the canal. To close this space and prevent leaking, there is a collapsible tube, which, when inflated with air supplied by a Taylor hydraulic air compressor, effectively prevents any leakage.

The method of operating the lock to allow a vessel to go from the lower to the upper reaches of the canal may be described briefly as follows:—

One chamber is up the other down; the bottom of the upper chamber is then about 10 inches lower than the bottom of the canal above, and has about 8 feet 10 inches of water on the sill. The seal tube is then inflated in the lower gate, thus making good the opening between the chamber and the canal. The lower gates are then opened outwards, thus lengthening the lower reach of the canal by the length of the chamber, 140 feet. The gates of the chamber and those of the reaches fit in together, and the same operation opens or closes both. The vessel is then towed in by the capstan, the gates raised and the tubes deflated, and the chamber is then ready for its vertical motion. The lockmaster opens the main valve between the two presses gradually, and as he does so, the difference in weight in the upper chamber, by reason of the greater quantity of water in it, causes it to lower, and the opposite chamber to rise. At the end of the stroke the lock master closes the valve, and by a similar series of operations to that which allowed the vessel to enter, it is taken out, and proceeds under its own steam.

The total length of time required to make a lockage is about 12 minutes from the time that the gates are lowered at the bottom to allow the boat to enter to the time when it leaves the chamber above. The actual time taken in the ascent is about three minutes.

The lock presents a very handsome and symmetrical appearance and the embankments are beautifully sodded in terraces. The concrete work is of a massive character, the breast wall being 40 feet thick, 85 feet high, and 126 feet long. A driveway is made through the breast wall and under the driveway is the pump room, in which are located the pumps mentioned above, as well as a turbine for generating electricity for lighting purposes. The wing walls extend towards the embankments 100 feet. The towers, of which there are three, and whose duties are to guide the chambers in their vertical course, are 105 feet high from the bottom of the pit, which is 27 feet below the level of the water in the lower reaches. The side towers at the base are 30 x 40 feet with a vertical shaft 18 x 18 feet 6 inches, surmounted by a cap, and with cornices of ornamental design. The central tower is 12 feet wide throughout. The operator's cabin on the top of the central tower is a 9 x 15 feet inside dimensions, the structure being copper sheathed. The length of the lock from end to end is about 300 feet and it is 220 feet from the well of the presses to the operator's cabin.

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exception of the construction of the arch concrete bridge over the canal at the 4th concession of Eldon and the building of the road approaching the bridge across the flooded lands. The work under this contract is well and substantially executed. Tenders are now about to be invited for the steel superstructure of the hydraulic lift lock, the lift of which is 48·44 feet.

Section No. 3 is under contract with Messrs. Brown and Aylmer. The length of the section is 5½ miles, and it extends to Lake Simcoe. This contract work will not be completed until next season. The concrete entrance piers in Lake Simcoe will be finished in about a week's time. The cutting from the entrance piers to Centre road is about three-quarters done. The concrete lock No. 4, of which the foundations are laid, will probably occupy three weeks in the spring to complete. These are the only works of any magnitude remaining to be done to complete the contract. Upon the completion of this section there will be unbroken navigation available from Heeley's Falls to Lake Simcoe, a distance of about 160 miles.

To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remains to be placed under contract the section from Lake Simcoe to Georgian bay and the work between Heeley's Falls and Lake Ontario waters.

The following is a statement of the expenditure made on the construction of this canal from its commencement up to October 1, 1904:—

| | |
|------------------------------------------------------------------------------------------------------|----------------|
| Expended prior to June 30, 1867.. . . . | \$ 309,371 31 |
| Expended subsequent to June 30, 1867, and June 30, 1894 (date of works since contracted for).. . . . | 782,524 88 |
| Expended from June 30, 1894, to June 30, 1901.. . . | 2,070,431 18 |
| <hr/> | |
| Total expenditure up to June 30, 1901.. . . . | \$3,162,327 37 |
| Expended from June 30, 1901, to June 30, 1903.. . . | 973,026 19 |
| <hr/> | |
| Total expenditure up to June 30, 1903.. . . . | \$4,135,353 56 |
| Expended during year ended June 30, 1904.. . . . | 489,038 44 |
| <hr/> | |
| Total expenditure up to June 30, 1904.. . . . | \$4,624,392 00 |
| Expended from June 30, 1904, to October 1, 1904.. | 85,489 16 |
| <hr/> | |
| Total expenditure up to October 1, 1904.. . . . | \$4,709,881 16 |

ENLARGEMENT.

LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of 8½ miles. The mitre sills of the locks have 14 feet of water upon them. The building of the stone lining of the slopes of the prism has progressed very slowly; there still remains much to be done to complete this work. Tenders will shortly be invited for the balance of the work remaining to be done. The government dredge has been engaged during the year in

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dredging for a depth of 20 feet below low water, as far as St. Gabriel basin, so that large vessels can enter the several basins. The work will not be completed during the current year, nor until the underpinning of the wall on the south side of the basin is completed. Owing to unforeseen delays with the work the machinery for operating the lock gates, valves and bridges by electricity has not been in condition to be used. The paving of Mill street with granite blocks is completed. The wooden bridges at Napoleon street and Côté St. Paul have been removed and replaced by steel structures resting on concrete piers. These new structures have a clear opening of 75 feet on each side of the pivot pier, and are 36 feet wide. They will be operated by electricity.

| | |
|-----------------------------------------------------------|-----------------|
| The total expenditure for original construction from | |
| 1843 to 1848.. | \$2,587,532 85 |
| Expenditure in 1869.. | 2,000 00 |
| <hr/> | |
| Total expenditure up to June 30, 1869.. | \$2,589,532 85 |
| Total expenditure for enlargement up | |
| to June 30, 1903.. | \$8,591,631 27 |
| Expended in year ended June 30, 1904. | 181,487 06 |
| <hr/> | |
| Total expenditure to June 30, 1904. | \$8,773,118 33 |
| Expended from June 30, 1904, to October 1, 1904.. | 20,339 59 |
| <hr/> | |
| Total expenditure for enlargement to | |
| October 1, 1904.. | 8,793,457 92 |
| <hr/> | |
| Total expenditure for construction and enlargement | |
| to October 1, 1904.. | \$11,382,990 77 |

CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. These works are completed, with the exception of the machine shop and office, the electrical appliances, the enlargement of the old weir at lock 17, and the strengthening of the bank opposite the town of Cornwall, all of which works will, it is confidently expected, be finished before the close of the current year.

| | |
|------------------------------------------------------|----------------|
| Total expenditure for construction to June 30, 1875. | \$1,945,624 71 |
| Total expenditure for enlargement up | |
| to June 30, 1903.. | \$5,017,674 24 |
| Expended in year ended June 30, 1904. | 113,795 16 |
| <hr/> | |
| Total expenditure to June 30, 1904.. | \$5,131,469 40 |
| Expended from June 30, 1904, to | |
| October 1, 1904.. | 13,673 15 |
| <hr/> | |
| Total expenditure to October 1, 1904.. | 5,145,142 55 |
| <hr/> | |
| Total expenditure on construction and enlargement | |
| to October 1, 1904.. | \$7,090,767 26 |

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FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward.

The work of enlargement on this canal is completed.

| | |
|----------------------------------------------------------------------------------------|--------------|
| The total expenditure for construction and enlargement up to June 30, 1903, is.. . . . | \$350,281 58 |
| Expended during year ended June 30, 1904.. . . . | 18,700 00 |
| Total expenditure up to June 30, 1904.. . . . | \$368,981 58 |
| Expended from June 30, 1904, to October 1, 1904.. . . | 12,973 15 |
| Total expenditure up to October 1, 1904.. . . . | \$381,954 73 |

RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward 3½ miles. The work of enlargement on this canal is completed with the exception of work at the upper entrance under contract with Mr. P. H. Gilbert to the value of about \$4,000, which will be completed this season. The work consists of masonry upon the upper entrance pier.

| | |
|---------------------------------------------------|----------------|
| Total expenditure up to June 30, 1903.. . . . | \$2,122,602 84 |
| Expended during year ended June 30, 1904.. . . . | 26,774 27 |
| Total expenditure up to June 30, 1904.. . . . | \$2,149,377 11 |
| Expended from June 30, 1904, to October 1, 1904.. | 1,679 75 |
| Total expenditure up to October 1, 1904.. . . . | \$2,151,056 86 |

GALOPS CANAL.

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed, and the engineers are preparing the final estimates, the details of which, in order to meet the requirements of the Auditor General's office, are very voluminous.

The work on the upper entrance section, for which Messrs. Murray and Cleveland are the contractors, is drawing to a close, and will it is confidently expected be completed during the current year.

The proposed wharf at the upper entrance of the Cardinal cutting has not as yet been placed under contract, as there is no parliamentary appropriation available.

| | |
|--------------------------------------------------------------|----------------|
| Total expenditure on enlargement up to June 30, 1903.. . . . | \$5,271,050 16 |
| Expended from June 30, 1903, to June 30, 1904.. . . | 256,536 30 |
| Total expenditure up to June 30, 1904.. . . . | \$5,527,586 46 |
| Expended from June 30, 1904, to October 1, 1904.. | 36,779 81 |
| Total expenditure up to October 1, 1904.. . . . | \$5,564,366 27 |

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WELLAND CANAL.

Improvements.

The Trunk Line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of 26½ miles. At Port Colborne improvements are in progress. Messrs. Hogan and McDonnell are the contractors for this work. The condition of the works may be stated to be as follows:—About 50 per cent of the work in the entrance channel and canal basin north of the lighthouse on the end of the west pier is done. The docking on the east side of the canal basin south of the Grand Trunk Railway's elevator is advancing satisfactorily. The rock excavation to form a wide channel with a depth of 22 feet of water to deep water in the lake is nearing completion. The cribwork and concrete walls forming the two elevator docks are completed, with the exception of 100 feet in each dock where an opening is temporarily left to admit of scow loads of materials entering. The filling of these docks will require about 180,000 cubic yards of material, of which about 60 per cent has already been deposited. Considering the vigour with which the work is now being prosecuted, appearances indicate that the whole work under contract will be completed next season. In the past, this work has progressed slowly, inasmuch as it was very important that the breakwaters forming a harbour and protection to the entrance of the canal, under contract by these same contractors with the Public Works Department, should be pushed forward vigorously; thence these contractors were allowed to specially direct their attention to the completion of these breakwater works rather than to our inside works.

| | |
|---------------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1903. | \$527,960 36 |
| Expended from June 30, 1903, to June 30, 1904 | 190,501 24 |
| <hr/> | |
| Total expenditure up to June 30, 1904. | \$718,451 60 |
| Expended from June 30, 1904, to Oct. 1, 1904. | 28,107 22.. |
| <hr/> | |
| Total expenditure up to October 1, 1904. | <u>\$746,558 82</u> |

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed, each year, to tear down two or three of the old bridges and build new structures spanning the entire channel, until all the bridges have been so treated. The following named bridges have already been so rebuilt, viz.:—The Humberstone, the Junction, the Welland and the Port Robinson. The Quaker bridge has been torn down and abandoned, as being no longer necessary. The following named bridges are now being torn down and rebuilt with the one span covering the whole prism of canal, viz.:—The Allanburg and the Marlatts bridges. Mr. Joseph Battle is the contractor for the building of the substructure, and the Dominion Bridge Company are the contractors for the superstructure. Other improvements of various kinds have been carried out.

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| | |
|---------------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1903.. . . . | \$125,116 72 |
| Expended from June 30, 1903, to June 30, 1904.. . . . | 177,380 11 |
| | <hr/> |
| Total expenditure up to June 30, 1904.. . . . | \$302,496 83 |
| Expended from June 30, 1904, to October 1, 1904.. . . . | 27,031 62 |
| | <hr/> |
| Total expenditure up to October 1, 1904.. . . . | <u>\$329,528 45</u> |

DEEPENING PORTIONS OF LONG LEVEL.

This work is being executed by Messrs. Magann and Phinn, contractors. They have completed the work between Allanburg and Welland, and are now working between Welland and Humberstone. They have shown themselves to be capable, energetic contractors, having carried on the work with skill and energy.

| | |
|---------------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1903.. . . . | \$ 85,349 71 |
| Expended from June 30, 1903, to June 30, 1904 | 99,939 05 |
| | <hr/> |
| Total expenditure up to June 30, 1904.. . . . | \$185,288 76 |
| Expended from June 30, 1904, to Oct. 1, 1904.. . . . | 74,139 41 |
| | <hr/> |
| Total expenditure up to October 1, 1904.. . . . | <u>\$259,428 17</u> |

DEEPENING CANAL FROM PORT COLBORNE TO HUMBERSTONE.

This is submarine rock work, Messrs. Hogan and McDonnell are the contractors. They have made good progress with the work, and it is believed they will complete their contract during the current year.

| | |
|---------------------------------------------------------|--------------------|
| Total expenditure up to June 30, 1903.. . . . | \$66,411 01 |
| Expended from June 30, 1903, to June 30, 1904.. . . . | 19,790 00 |
| | <hr/> |
| Total expended up to June 30, 1904.. . . . | \$86,201 01 |
| Expended from June 30, 1904, to October 1, 1904.. . . . | Nil. |
| | <hr/> |
| Total expended up to October 1, 1904.. . . . | <u>\$86,201 01</u> |

DEEPENING ROCK CUT AT RAMEY'S BEND.

This is submarine rock work. Messrs. Weddell, Battle and Manley are the contractors. Very little work has been done by them up to June 30, 1904. The work is progressing well.

| | |
|---------------------------------------------------------|--------------------|
| Total expenditure up to June 30, 1904.. . . . | \$ 1,730 00 |
| Expenditure from June 30, 1904, to Oct. 1, 1904.. . . . | 9,970 00 |
| | <hr/> |
| Total expenditure up to October 1, 1904.. . . . | <u>\$11,700 00</u> |

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| | Construction. | Enlargement. |
|--------------------------------------------------|----------------|------------------------|
| Total expenditure up to June 30, 1903. | \$7,693,824 03 | \$16,940,333 28 |
| Expended from June 30, 1903, to June 30, 1904.. | | 555,751 00 |
| Total expenditure up to June 30, 1904. | | \$17,496,084 28 |
| Expended from June 30, 1904, to October 1, 1904 | | 132,443 69 |
| Total expenditure up to October 1, 1904. | | <u>\$17,628,527 97</u> |

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

LAKE ST. LOUIS.

The channel cut through this lake is two miles long, 300 feet wide, with 17 feet of water at low water. The hydrographic surveying has been transferred to the Marine and Fisheries Department, who are now completing the surveys of this lake which were commenced by this department.

| | |
|--------------------------------------------------------|--------------|
| Total expenditure up to June 30, 1903. | \$290,259 21 |
| Expended from June 30, 1903, to June 30, 1904. | 7,916 90 |

Total expenditure up to June 30, 1904. \$298,176 11

LAKE ST. FRANCIS.

The following named shoals have been cut through and channels formed for 14 feet navigation:—St. Regis bar, the Hamilton Island channel, Clark's Island shoal, the Middle ground, the Highland shoal. The work was finished last year.

| | |
|------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1904. | <u>\$ 75,906 71</u> |
|------------------------------------------------|---------------------|

GALOPS RAPIDS.

A channel 3,000 feet long, 300 feet wide in width, with a depth of 17 feet of water is being cut through the upper bar, North Caledonia shoals, Island shoal and lower bar. This work will be completed during the current year. The Gilbert Dredging Company is the contractor for the work. It is expected that after the work is completed this channel will be largely used by vessels.

| | |
|--------------------------------------------------------|--------------|
| Total expenditure up to June 30, 1903. | \$903,441 85 |
| Expended from June 30, 1903, to June 30, 1904. | 6,450 00 |

| | |
|----------------------------------------------------------|--------------|
| Total expenditure up to June 30, 1904. | \$909,891 85 |
| Expended from June 30, 1904, to October 1, 1904. | 11,402 37 |

Total expenditure up to October 1, 1904. \$921,294 22

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NORTH CHANNEL.

This channel is about $2\frac{1}{4}$ miles in length, 300 feet wide, with 16 feet of water at low water. It commences about one mile west of the upper entrance to the Galops canal, and runs in a direct line to deep water off Chimney Point. The work comprises the building of a dam from Adam's island to Galops (Ogden) island. These works have been continued to be prosecuted during the year, the substructure of the dams having been completed and the work of dredging in the north channel having been continued and is still in progress, with every prospect of this contract being completed during the current year.

| | |
|----------------------------------------------------|-----------------------|
| Total expenditure up to June 30, 1903. | \$1,294,940 43 |
| Expended from June 30, 1903, to June 30, 1904. . . | 68,595 42 |
| <hr/> | |
| Total expenditure up to June 30, 1904. | \$1,363,535 85 |
| Expended from June 30, 1904, to October 1, 1904. . | 12,980 00 |
| <hr/> | |
| Total expenditure up to October 1, 1904. | <u>\$1,376,515 85</u> |

ST. LAWRENCE RIVER AND CANALS.

Although payments have been made for works under this heading, they were made on final estimates of work done the year previous. Mr. Rheaume, the engineer looking after the works for the time being, recommends the further straightening of the channel at the following named points :—

First.—Immediately east of the lower entrance of the Farran's Point canal ; Baker's Point should be reduced.

Second.—Between Aultsville and Morrisburg, Jack Ass shoal should be removed.

Third.—Rose Point, immediately below the lower entrance of the Rapide Plat canal should be reduced, materially improving the channel.

Fourth.—Robertson's Point, at the head of the Rapide Plat canal on the north side of the river, could with advantage to navigation be reduced.

Fifth.—On the north side of the river at Iroquois, Pine Tree Point should be reduced, materially improving the channel thereby.

He suggests that, with a view of these improvements, a careful examination and survey should be made. As the hydrographic survey service has been transferred from this department to the Marine and Fisheries Department, this work, it appears to me, will devolve upon them.

| | |
|------------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1903. | \$448,452 03 |
| Expended from June 30, 1903, to June 30, 1904. . . | 9,634 66 |
| <hr/> | |
| Total expenditure up to June 30, 1904. | \$458,086 69 |
| Expended from June 30, 1904, to October 1, 1904. . . | 435 65 |
| <hr/> | |
| Total expenditure up to October 1, 1904. | <u>\$458,522 34</u> |

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SUMMARY.

To summarize, I may state the cost of construction and enlargement of the canals and improvements to the river and lakes up to June 30, 1904, to be as follows, viz.:—

Route from Montreal to Port Arthur.

| | Original Construction of Canals. | Enlargement of Canals. | Improvement to St. Lawrence River and Lakes. | Total. |
|------------------------------|----------------------------------------|------------------------------|----------------------------------------------------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Lachine Canal. | 2,589,532 85 | 3,773,118 33 | | 11,362,651 18 |
| Lake St. Louis. | | | 298,176 11 | 298,176 11 |
| Soulages Canal. | 6,851,971 77 | | | 6,851,971 77 |
| Lake St. Francis. | | | 75,906 71 | 75,906 71 |
| Cornwall Canal. | 1,945,624 73 | 5,131,469 40 | | 7,077,094 13 |
| Williamsburg Canals. | 1,320,655 54 | 2,186 63 | | |
| Farran's Point Canal. | | 863,981 58 | | |
| Rapide Plat Canal. | | 2,149,377 11 | | |
| Galops Canal. | | 5,527,586 46 | | 9,869,387 32 |
| Galops Rapids. | | | 909,891 85 | 909,891 85 |
| River Reaches. | | | 685,495 42 | 685,495 42 |
| North Channel. | | | 1,363,535 85 | 1,363,535 85 |
| Murray Canal. | 1,248,720 26 | | | 1,248,720 26 |
| Welland Canal. | 7,693,824 03 | 17,496,084 28 | | 25,189,908 31 |
| Sault Ste. Marie Canal. | 4,313,494 30 | | | 4,313,494 30 |
| Total. | 25,963,823 48 | 39,949,103 79 | 3,333,005 94 | 69,245,933 21 |

If to the above total there is added the cost of the Beauharnois canal—\$1,636,690.26, now not required for navigation—the total expenditure is \$70,882,623.47.

Route from Lachine to Ottawa.

| | Original Construction. | Enlargement. | Total. |
|-------------------------------------|---------------------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| St. Anne's Lock. | 134,456 51 | 1,035,759 12 | 1,170,215 63 |
| Carillon and Grenville Canals. | 63,053 64 | 4,119,039 32 | 4,182,092 96 |
| Total. | 197,510 15 | 5,154,798 44 | 5,352,306 59 |

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

| | Original Construction. | Enlargement. | Total. |
|--------------------|---------------------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Rideau Canal. | 4,084,323 37 | | 4,084,323 37 |
| Tay Canal. | 489,599 23 | | 489,599 23 |
| Total. | 4,573,922 60 | | 4,573,922 60 |

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Route from St. John's, P.Q., to Sorel.

| — | Original Construction. | Enlargement. | Total. |
|---------------------|---------------------------|--------------|------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Chambly Canal | 637,056 76 | ..... | 637,056 76 |
| St. Ours Lock | 121,537 65 | ..... | 121,537 65 |
| Total | 758,594 41 | ..... | 758,594 41 |

Route from Lake Ontario to Georgian Bay.

| — | Original Construction. | Enlargement. | Total. |
|-------------------|---------------------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Trent Canal | 4,314,459 19 | ..... | 4,314,459 19 |
| Total | 4,314,459 19 | ..... | 4,314,459 19 |

Route from Atlantic Ocean to Bras D'Or Lakes.

| — | Original Construction. | Enlargement. | Total. |
|-------------------------------------|---------------------------|--------------|------------|
| | \$ cts. | \$ cts. | \$ cts. |
| St. Peter's Canal—Cape Breton | 248,762 84 | 399,784 30 | 648,547 14 |
| Total | 248,762 84 | 399,784 30 | 648,547 14 |

The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes, but has to be maintained as a power canal.

The construction of these two canals cost:—

| | |
|-------------------------|----------------|
| Culbute canal | \$ 382,776 46 |
| Beauharnois canal | 1,636,690 26 |
| Total | \$2,019,466 72 |

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1903.

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Maintenance.

The repairs on old locks 1 and 2 are still in progress and are drawing near completion.

The cost of repairs made during the year ended June 30, 1904, is as follows:—

| | |
|--------------------------------------------------------|---------------|
| Ordinary repairs under head of staff and repairs | \$ 50,660 92 |
| Special repairs under head of income— | |
| Tail race, Côte St. Paul, and cement..... | \$ 4,452 18 |
| Renewing wall, Basin No. 2. | 9,021 48 |
| Cement for masonry wall, Basin No. 2..... | 1,752 66 |
| Repairs to old Locks 1 and 2. | 89,064 66 |
| Raising Shed No. 1, St. Gabriel Basin..... | 8,505 55 |
| Repairs to buildings | 2,559 19 |
| Water service for protection against fire | 1,799 85 |
| Completing work of paving Mill Street..... | 25,663 48 |
| Lock gates | 19,886 09 |
| | <hr/> |
| | 162,705 14 |
| Total..... | \$ 213,366 06 |

SOULANGES CANAL.

Operation.

The operation of this canal was conducted without interruption except for twenty-four hours on August 15, 1903, when one of the upper gates in the guard lock was thrown off its pivot by rush of water caused by a gale of wind. The cost of repairs made during the year ended June 30, 1904, is as follows:—

| | |
|--------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs.. | \$39,382 01 |
| Special repairs under head of income: | |
| Land and damages..... | \$ 650 00 |
| Repairing breach in bank between locks 1 | |
| and 2.. . . . | 14,958 69 |
| | <hr/> |
| | 15,608 69 |
| Total.. . . . | \$54,990 70 |

CORNWALL CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1903.

The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

| | |
|--------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs.. | \$20,932 55 |
| Special repairs under head of income: | |
| Strengthening and protecting north bank.. . . . | 1,730 16 |
| | <hr/> |
| Total.. . . . | \$22,662 71 |

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WILLIAMSBURG CANALS.

Operation.

The only interruption to traffic through these canals was in the Farran's Point canal on August 22, 1903, when the steam barge 'Erin' sunk in the lock and blocked traffic three days, and in the Galops canal on November 21, 1903, owing to the water having been lowered to stop a leak which had developed in the bank, which interrupted traffic for two days.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

| | |
|--------------------------------------------------------|--------------------|
| Ordinary repairs under the head of staff and repairs.. | \$19,430 05 |
| Special repairs under the head of income: | |
| Building a working scow.. | 1,978 85 |
| Total.. | <u>\$21,408 90</u> |

WELLAND CANAL.

Operation.

No interruption to traffic occurred on this canal during the season of 1903. The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies which use the canal.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

| | |
|----------------------------------------------------------------------|------------------------------|
| Ordinary repairs under the head of staff and repairs.... | \$ 85,717 88 |
| Special repairs under the head of income: | |
| Stone protection to banks of old canal .. | \$ 4,670 68 |
| Changing valves and hanging gear of new canal lock gates.... | 14,998 62 |
| Remodelling gate yard and repair shops at Port Dalhousie.... | 5,000 00 |
| Rebuilding dam and bridge at Dunnville to complete..... | 370 81 |
| Improving drainage along feeder..... | 1,155 00 |
| Repairing foundations of Port Maitland lock.... | 4,945 47 |
| | <u>31,140 58</u> |
| Total.... | <u><u>..\$116,858 46</u></u> |

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SAULT STE MARIE CANAL.

Operation.

No interruption to navigation has occurred in this canal during the season.

During the season of 1903, 5,502,185 tons of freight and 32,019 passengers passed through the canal and 3,538 vessels.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

Ordinary repairs under the head of staff and repairs...\$ 9,491 44

CHAMBLY CANAL.

Operation.

The only interruption to navigation on this canal was for 36 hours from the 29th to 31st of May, 1903, caused by requisite repairs to the canal, which were taking place.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

Ordinary repairs under the head of staff and repairs...\$ 25,656 00

Special repairs under the head of income:

Repairs electric station and Bye-wash, Ste.

Thérèse....\$5,999 54

To complete waste weir at electric power

house..... 468 00

Extend and repair wall at head Ste. Thérèse

Island..... 748 29

Macadamizing 2½ miles of road..... 3,000 00

Macadamizing tow path..... 1,507 30

Rebuilding culvert at Little River, Iroquois. 7,867 85

Water supply at shops.... 399 65

Damages by flooding..... 1,711 00

Renewing bridges 7 and 8.... 4,999 96

26,701 59

\$52,357 59

ST. OURS LOCK AND DAM.

Operation.

There was no interruption to navigation on this canal during the season of 1903.

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Maintenance.

The cost of repairs during the year ended June 30, 1904, was as follows:—

| | |
|----------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs..\$ | 1,690 61 |
| Special repairs under the head of income: | |
| Stop logs..... | \$ 868 89 |
| Repairing landing wharfs.... | 7,115 52 |
| | <hr/> |
| | 7,984 41 |
| | <hr/> |
| Total..... | \$ 9,675 02 |
| | <hr/> |

STE. ANNE'S LOCK.

Operation.

There was no interruption to navigation on this lock during the season of 1903.

Maintenance.

The cost of repairs during the year ended June 30, 1903, is as follows:—

| | |
|-----------------------------------------------------------|----------|
| Ordinary repairs under the head of Staff and Repairs ..\$ | 2,244 13 |
| .. | <hr/> |

CARILLON AND GRENVILLE CANALS.

Operation.

There was no interruption to navigation on these canals during the season of 1903.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

| | |
|---------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs... | \$17,262 29 |
| Special repairs under head of income: | |
| Repairing guide piers.. | 9,150 07 |
| | <hr/> |
| Total.. | \$26,412 36 |
| | <hr/> |

BEAUHARNOIS CANAL.

Operation.

This canal is not maintained for general navigation but as a power canal; however some two or three market boats were allowed to navigate it for local business.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

| | |
|----------------------------------------------------------|-------------|
| Ordinary repairs under the head of Staff and Repairs ... | \$11,936 87 |
| | <hr/> |

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MURRAY CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1903.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

| | |
|-----------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs. . . | \$6,075 94 |
| Special repairs under the head of income: | |
| Building wire fence and making land plan. | 2,521 13 |
| | <hr/> |
| Total. | \$8,597 07 |
| | <hr/> <hr/> |

RIDEAU CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1903.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows:—

| | |
|-----------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs. . . | \$38,496 78 |
| Special repairs under the head of income: | |
| Rebuilding swing bridge at Hog's Back. . . | \$2,499 05 |
| Rebuilding lockmaster's house at Kingston | |
| Mills. | 1,595 27 |
| Building swing bridge at Concession street | |
| Ottawa. | 9,430 72 |
| | <hr/> |
| | 13,525 04 |
| | <hr/> |
| Total. | \$52,021 82 |
| | <hr/> <hr/> |

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1903.

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Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows :—

| | |
|----------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs.... | \$21,179 12 |
| Special repairs under the head of income :— | |
| Building new entrance pier at Peterborough | \$1,996 89 |
| Building new entrance pier at Burleigh... | 1,484 79 |
| Building new entrance pier at Lovesick.... | 1,489 80 |
| Dredging shoals between Peterborough and | |
| Heeley's Falls..... | 2,828 60 |
| Dredging shoals at Ketchawannoe and | |
| Buckhorn lakes..... | 3,366 99 |
| Rebuilding dam at Peterborough..... | 8,902 87 |
| Contribution towards building bridge at | |
| Gannon's Narrows..... | 1,000 00 |
| Contribution towards building road—Lind- | |
| say and Fenelon Falls..... | 388 61 |
| | <hr/> |
| | \$21,228 55 |
| Total..... | <hr/> |
| | \$42,407 67 |
| | <hr/> |

ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal for the season of 1903.

Maintenance.

The cost of repairs during the year ended June 30, 1904, is as follows :—

| | |
|-----------------------------------------------------------|----------|
| Ordinary repairs under the head of staff and repairs..... | \$122 45 |
|-----------------------------------------------------------|----------|

CULBUTE CANAL.

This canal has been abandoned, but some claims in connection with flooding of lands are yet undisposed of.

| | |
|-------------------------------------|------------|
| Damage caused by flooding land..... | \$2,204 50 |
|-------------------------------------|------------|

Summary.

| | |
|-----------------------------------------------------|----------------|
| Cost of maintenance and operation of the canal sys- | |
| tem for the year ended June 30, 1904..... | \$1,099,771 68 |
| Net revenue of canals after deducting refunds..... | 72,253 11 |
| | <hr/> |
| Excess of cost of maintenance and operation over | |
| revenue..... | \$1,027,518 57 |
| | <hr/> |

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TABLE showing the dates of opening and closing of the canals for the season of 1903.

| Name of Canal. | Navigation opened 1903 | Navigation closed 1903. |
|------------------------|---------------------------|----------------------------|
| Lachine | May 1 | December 3 |
| Soulanges | " 1 | " 2 |
| Cornwall | " 1 | " 4 |
| Farran's Point | " 1 | " 4 |
| Rapide Plat | " 1 | " 4 |
| Galops | " 1 | " 4 |
| Murray | April 1 | November 30 |
| Welland | " 13 | December 12 |
| Sault Ste. Marie | " 2 | " 12 |
| Grenville | " 27 | November 30 |
| Carillon | " 27 | " 30 |
| Ste. Anne's | " 28 | " 30 |
| Chambly | May 20 | " 30 |
| St. Ours | April 8 | " 26 |
| Rideau | " 28 | " 24 |
| { At Ottawa | May 1 | " 16 |
| { At Kingston | April 2 | " 18 |
| Trent | May 1 | " 30 |
| Beauharnois | April 15 | December 31 |
| St. Peter's | | |

CANAL STATISTICS.

These statistics are for the season of 1903; they have, as usual, been prepared by Mr. R. Devlin, the officer in charge of the canal statistics office.

TABLE showing the tons of freight passing through each canal, the number of trips of vessels passing through each canal for the season ended December, 1903.

| Name of Canal. | Tons of Freight passed through. | No Tolls charged. | No. of Trip of Vessels passing through. |
|------------------------|---------------------------------------|----------------------|-----------------------------------------------|
| Welland | 1,602,919 | ..... | 1,787 |
| St. Lawrence | 1,681,206 | ..... | 9,698 |
| Chambly | 346,571 | ..... | 3,445 |
| Ottawa | 436,473 | ..... | 2,094 |
| Rideau | 61,160 | ..... | 3,966 |
| St. Peter's | 90,864 | ..... | 1,760 |
| Trent | 42,407 | ..... | 2,599 |
| Murray | 30,389 | ..... | 762 |
| Sault Ste. Marie | 5,511,868 | ..... | 4,351 |

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

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RAILWAY SUBSIDIES.

The subsidies voted for railways, as I have stated in my previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For this reason, I am again this year unable to give the amount of each subsidy available; but, as heretofore, I shall show the amount paid, also the number of miles of railway for which subsidy is granted per mile, was available on July 1, 1903, and the number of miles of railway built up to July 1, 1904, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to July 1, 1904, with the number of miles built.

| | |
|-------------------------------------------------------|-----------------|
| Amount of cash subsidy per mile paid up to July 1, | |
| 1904. | \$26,615,375 96 |
| Number of miles of railway on which cash subsidy per | |
| mile was paid up to July 1, 1904. | 4,708 41 |
| Amount of cash subsidy per mile paid up October 1, | |
| 1904. | \$26,739,215 96 |
| Cash subsidy per annum paid up to July 1, 1904. . . . | 2,799,000 00 |
| Number of miles built on cash subsidy per annum to | |
| July 1, 1904. | 252 |

The foregoing statements do not include the grants in cash and land to the Canadian Pacific Railway, the Canada Central Railway and the Esquimalt and Nanaimo Railway.

These roads, as previously reported, received in cash as follows:—

| | |
|-----------------------------------------------------|--------------|
| Esquimalt and Nanaimo Railway (mileage, 71) | 750,000 |
| Canadian Pacific Railway (mileage, 1905) | \$25,000,000 |
| Canada Central Railway (mileage, 120) | 1,525,250 |
| Total. | \$27,275,250 |

RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The report of the secretary of the Railway Committee of the Privy Council enumerates the cases which were before the committee from October 1, 1903, to the date when the duties of the committee were transferred to the Railway Commissioners under the Railway Act of 1903, being February 1, 1904, a period of four months, within which period there were five meetings of the Railway Committee as follows:—

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October 31, 1903.

November 10, 1903.

December 1, 1903.

January 9, 1904.

January 25, 1904.

The character of the business before them was:

- 1st. For permission to make highway crossings over railways.
- 2nd. For permission of one railway to cross another railway.
- 3rd. For permission of one railway to form a junction with another railway.
- 4th. For permission for railways to cross and run along streets and highways.
- 5th. For approval of plan and proposed site of bridges over navigable waters.
- 6th. For permission to use crossings before installation of interlocking appliances.
- 7th. For permission to construct branch lines.
- 8th. For protection of streets and highways crossed by railways.
- 9th. For running powers of one railway over another railway.
- 10th. For permission to change location of sections of railways.
- 11th. For permission to close streets and highways and to divert them.
- 12th. To determine the terms on which one railway shall use the passenger stations and tracks of another railway.
- 13th. To direct a railway to widen a street bridge over railways.
- 14th. To direct the removal of obstructions to free flow of water in a river.
- 15th. For orders for a railway to provide necessary sidings.
- 16th. To direct that Bay of Quinté Railway be not allowed to run through a mining property.
- 17th. To direct that a railway be compelled to allow water pipes to be laid under their tracks.

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CANAL STATISTICS.

These statistics are for the season of 1903. They have been prepared by Mr. R. Devlin, the officer in charge of the canal statistics.

COMPARATIVE Statement of Tolls collected in season of 1902 and what would have been collected in season of 1903 had not the canals been made free.

| Name of Canal. | Season of 1902. | Season of 1903. |
|-----------------------------|-----------------------|-----------------------|
| | \$ cts. | \$ cts. |
| Welland Canal..... | 98,601 50 | 136,842 89 |
| St. Lawrence Canals..... | 65,081 11 | 123,189 47 |
| Chambly Canal..... | 22,713 31 | 24,759 24 |
| Ottawa Canal..... | 24,852 37 | 29,439 21 |
| Rideau Canal..... | 3,831 15 | 4,999 77 |
| St. Peter's Canal..... | 3,034 14 | 3,293 34 |
| Trent Canal..... | 1,328 98 | 1,508 07 |
| Murray Canal..... | 1,060 80 | 1,134 98 |
| Sault Ste. Marie Canal..... | No tolls. | No tolls. |
| Total..... | 220,503 36 | 325,166 97 |

COMPARATIVE Statement of Tons of Freight which passed through the canals in seasons of 1902 and also of 1903.

| Name of Canal. | Season of 1902. | Season of 1903. | Number of trips of vessels passing through. | |
|-----------------------------|-----------------------|-----------------------|---------------------------------------------------|-----------------------|
| | | | Season of 1902. | Season of 1903. |
| Welland Canal..... | 665,387 | 1,002,919 | 1,568 | 1,787 |
| St. Lawrence Canals..... | 1,093,133 | 1,681,206 | 8,400 | 9,698 |
| Chambly Canal..... | 379,442 | 346,571 | 3,791 | 3,445 |
| Ottawa Canal..... | 444,682 | 436,473 | 1,906 | 2,004 |
| Rideau Canal..... | 50,879 | 61,120 | 2,871 | 3,966 |
| St. Peter's Canal..... | 73,538 | 90,864 | 1 671 | 1,760 |
| Trent Canal..... | 41,690 | 42,407 | 2,550 | 2,599 |
| Murray Canal..... | 35,178 | 30,389 | 830 | 762 |
| Sault Ste. Marie Canal..... | 4,729,268 | 5,511,868 | 5,044 | 4,351 |
| Total tons..... | 7,513,197 | 9,203,817 | 28,631 | 30,462 |

GENERAL REMARKS:

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

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SUMMARY of Tables of Steam Railways for the years ended June 30, 1903, and June 30, 1904.

| | June 30, 1903. Steam Railways only. | June 30, 1904. Steam Railways only. |
|---------------------------------------------------------|----------------------------------------------|----------------------------------------------|
| Miles of railway completed (track laid)..... | 19,077 | 19,611 |
| " sidings..... | 2,953 | 3,327 |
| " iron rails in main line..... | 101 | 66 |
| " steel rails..... | 18,976 | 19,545 |
| " (double track)..... | 695 | 763 |
| Capital paid (including the 4 following items)..... | 1,146,550,769 | 1,186,546,918 |
| Government (Dominion and Provincial) bonuses paid..... | 189,874,202 | 195,805,982 |
| " " loans paid..... | 20,613,214 | 20,613,214 |
| " (Provincial only) subscriptions to shares paid..... | 300,000 | 300,000 |
| Municipal aid paid..... | 16,551,044 | 17,157,810 |
| Miles in operation..... | 18,988 | 19,431 |
| Gross earnings..... | 96,064,527 | 100,219,436 |
| Working expenses..... | 67,481,524 | 74,563,162 |
| Net earnings..... | 28,583,003 | 25,656,274 |
| Passengers carried..... | 22,148,742 | 23,640,765 |
| Freight carried (tons)..... | 47,373,417 | 48,097,519 |
| Train mileage..... | 60,382,920 | 61,312,002 |
| Passengers killed..... | 53 | 25 |
| Number of elevators..... | 261 | 286 |
| " highway crossings at rail-level, with watchman..... | 221 | 239 |
| " " " without watchman..... | 12,829 | 13,493 |
| " overhead bridges, highway crossings over railway..... | 468 | 463 |
| " highway crossings under railway..... | | 333 |
| " level crossings of other railways..... | 256 | 272 |
| " junction with other railways..... | 374 | 381 |
| " branch lines..... | 223 | 224 |
| " engines owned..... | 2,488 | 2,640 |
| " " hired..... | 99 | 128 |
| " sleeping cars owned..... | | 156 |
| " " hired..... | | 15 |
| " parlor cars owned..... | *290 | 44 |
| " " hired..... | 14 | 6 |
| " dining cars owned..... | | 37 |
| " " hired..... | | 5 |
| " official cars owned..... | | 60 |
| " first class cars owned..... | 1,106 | 1,153 |
| " " hired..... | 42 | 78 |
| " second class and immigrant cars owned..... | 579 | 583 |
| " " hired..... | 11 | 12 |
| " baggage, mail and express cars owned..... | 796 | 839 |
| " " hired..... | 22 | 21 |
| " refrigerator cars owned..... | 979 | 1,297 |
| " " hired..... | 242 | 268 |
| " cattle and box freight cars owned..... | 49,652 | 51,951 |
| " " hired..... | 3,455 | 2,926 |
| " platform cars owned..... | 17,784 | 18,254 |
| " " hired..... | 501 | 390 |
| " coal cars owned..... | 7,356 | 8,172 |
| " " hired..... | 283 | 304 |
| " conductors' vans owned..... | 1,107 | 1,229 |
| " " hired..... | 19† | 19 |
| " tool cars owned..... | *1,070 | 823 |
| " " hired..... | 4 | 5 |
| " snow ploughs owned..... | 308 | 300 |
| " " hired..... | 5 | 4 |
| " flangers owned..... | 345 | 354 |
| " " hired..... | 2 | 2 |
| " other rolling stock..... | | ‡1,421 |
| Included in the above there are the following:— | | |
| Number of cars with air brakes owned..... | 63,788 | 71,798 |
| " " " hired..... | 4,348 | 3,478 |
| " " with automatic couplers owned..... | 71,964 | 76,816 |
| " " " hired..... | 4,572 | 3,769 |

* Including water tank cars, steam shovels, pile drivers, store cars, gravel cars, boarding cars, &c.

† Sleeping, dining, parlor and official cars in this total.

‡ Includes tank cars, steam shovels, derricks, pile drivers, &c.

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SUMMARY of Tables of Electric Railways for the years ended June 30, 1903, and June 30, 1904.

| | Comparative Statement. | |
|---------------------------------------------------------------|------------------------|----------------|
| | June 30, 1903. | June 30, 1904. |
| Miles of railway completed (track laid) | 759 | 767 |
| " sidings | 32 | 33 |
| " iron rails in main line. | 7 | 22 |
| " steel " | 752 | 745 |
| " " double track | 185 | 188 |
| Capital paid (including the 3 following items) | \$47,274,853 | 50,399,188 |
| Government (Dominion and Provincial) bonuses paid | \$156,800 | 60,800 |
| Municipal aid paid | \$173,000 | 173,000 |
| Miles in operation | 759 | 767 |
| Gross earnings | \$7,233,677 | 8,453,609 |
| Working expenses | \$4,472,858 | 5,328,517 |
| Net earnings | \$2,760,819 | 3,127,092 |
| Passengers carried | 155,662,812 | 181,689,998 |
| Freight carried (tons) | 371,286 | 400,161 |
| Car mileage | 38,028,529 | 42,066,124 |
| Passengers killed | 10 | 10 |
| Number of highway crossings at rail-level with watchman | 7 | 10 |
| " " " without watchman | 307 | 286 |
| " overhead bridges highway crossings over railway | 16 | 17 |
| " highway crossings under railway | 11 | 9 |
| " level crossings of other railways | 89 | 102 |
| " junctions with | 42 | 42 |
| " " branch lines | 13 | 7 |
| " power houses (steam power) owned | 28 | 30 |
| " " " hired | 2 | |
| " " (water power) owned | 11 | 9 |
| " " " hired | 4 | 3 |
| " passenger cars (motor) owned | *2,027 | 2,137 |
| " " " hired | 6 | |
| " " (trailers) owned | 290 | 223 |
| " official cars owned | | 1 |
| " locomotives owned | 1 | 2 |
| " baggage, mail and express cars owned | 11 | 13 |
| " cattle and box freight cars owned | †15 | †15 |
| " platform cars owned | 70 | **77 |
| " tool cars owned | 16 | 13 |
| " snow ploughs owned | 26 | 79 |
| " snow sweepers owned | 71 | 33 |

* Three are official cars. † Includes one conductors' van. ‡ Includes two coal cars. ** Includes snow sweepers.

The following shows the several routes of railway giving through communication between the Atlantic and Pacific coasts:—

The routes available between Halifax and Montreal are four in number, in all of which the Intercolonial is used, either in whole or in part, as follows:—

Halifax to Montreal.

| | Miles. |
|---------------------------------------------------------|--------|
| 1. Intercolonial Railway, via Lévis, to Montreal.... | 837 |
| 2. Intercolonial Railway to St. John..... | 275 |
| Canadian Pacific Railway, from St. John to Montreal.... | 480 |
| Total..... | 755 |

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| | Miles. |
|-------------------------------------------------------------------|--------|
| 3. Intercolonial Railway to St. John.... . | 275 |
| Canadian Pacific Railway, from St. John to Vanceboro'.. | 90 |
| Maine Central Railway, from Vanceboro' to Danville Junction.... . | 224 |
| Grand Trunk Railway, from Danville Junction to Montreal | 270 |
| Total.... . | 859 |

| | |
|---------------------------------------------------------|-----|
| 4. Intercolonial Railway to St. John.... . | 275 |
| Canadian Pacific Railway from St. John to Edmundston | 170 |
| Temiscouata Railway, from Edmundston to Rivière du Loup | 81 |
| Intercolonial Railway, from Rivière du Loup to Montreal | 278 |
| Total..... . | 804 |

St. John to Montreal.

| | |
|---------------------------------------------------------------|-----|
| 1. Intercolonial Railway, via Lévis, to Montreal.. . . . | 740 |
| 2. Canadian Pacific Railway to Montreal..... . | 480 |
| 3. Canadian Pacific Railway to Edmundston..... . | 170 |
| Temiscouata Railway, from Edmundston to Rivière du Loup.... . | 81 |
| Intercolonial Railway, from Rivière du Loup to Montreal | 278 |
| Total.... . | 529 |

MONTREAL, OR QUEBEC, TO THE PACIFIC COAST.

Montreal to Vancouver.

| | Miles. |
|------------------------------------------------------|--------|
| 1. Canadian Pacific Railway to Vancouver..... . | 2,906 |
| Canadian Pacific Railway from North Bay to Vancouver | 2,546 |
| 2. Grand Trunk Railway to North Bay..... . | 560 |
| Total.... . | 3,102 |

Quebec to Vancouver.

| | |
|------------------------------------------------|-------|
| 1. Canadian Pacific Railway to Vancouver.... . | 3,052 |
|------------------------------------------------|-------|

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| | Miles. |
|--------------------------------------------------------|--------|
| 2. Intercolonial Railway to Montreal.... | 162 |
| Canadian Pacific Railway from Montreal to Vancouver.. | 2,906 |
| Total..... | 3,068 |
| 3. Grand Trunk Railway to Montreal..... | 172 |
| Canadian Pacific Railway from Montreal to Vancouver.. | 2,906 |
| Total.... | 3,078 |
| 4. Grand Trunk Railway to North Bay.... | 732 |
| Canadian Pacific Railway from North Bay to Vancouver.. | 2,542 |
| Total..... | 3,274 |

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Point du Chene, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended June 30, 1904, was 1,322 miles, and for freight branches 12'50 miles, making a total of 1,334½ miles.

The following are the through distances:—

| | Miles. |
|-------------------------------------------|--------|
| Halifax to Montreal, via Lévis..... | 837 |
| St. John to Montreal, via Lévis.... | 740 |
| Sydney to Montreal, via Lévis..... | 990 |
| North Sydney to Montreal, via Lévis. | 983 |

Freight is carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

| | Miles. |
|----------------------------------------|--------|
| Souris to Tignish..... | 166 |
| Mount Stewart to Georgetown..... | 24 |
| Charlottetown to Royalty Junction..... | 5 |
| Emerald Junction to Cape Traverse..... | 13 |
| Alberton to Cascumpec wharf..... | 1 |
| | 209 |

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Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chene, between Charlottetown and Pictou and between Georgetown and Pictou, and in winter by specially built steamers between Georgetown and Pictou and between Charlottetown and Pictou. There is also further provision made for communication by ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Railway about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.

CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

| | Miles. |
|-----------------------------------------------------------|---------------|
| 1. Lachine Canal..... | 8½ |
| Lake St. Louis and River St. Lawrence..... | 16 |
| 2. Soulanges Canal..... | 14 |
| Lake St. Francis and River St. Lawrence.... | 33 |
| 3. Cornwall Canal..... | 11 |
| River St. Lawrence..... | 5 |
| 4. Farran's Point Canal..... | 1 |
| River St. Lawrence..... | 10 |
| 5. Rapide Plat Canal..... | 3½ |
| River St. Lawrence..... | 4 |
| 6. Galops Canal..... | 7½ |
| River St. Lawrence and Lake Ontario.... | 236 |
| 7. Welland Canal..... | 26½ |
| Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c. | 580 |
| 8. Sault Ste. Marie Canal..... | 1½ |
| Lake Superior to Port Arthur..... | 266 |
| Total..... | <u>1,223½</u> |
| To Duluth..... | 1,357 |
| Chicago..... | <u>1,286</u> |

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

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Third.—Ottawa to Kingston and Perth.

1. Rideau Canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland,

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and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

| | |
|--------------------------------------------|----------------------|
| Length of canal..... | 8½ statute miles. |
| Number of locks..... | 5 |
| Dimension of locks..... | 270 feet by 45 feet. |
| Total rise or lockage..... | 45 feet. |
| Depth of water on sills, at two locks..... | 18 " |
| " three locks .. | 14 " |
| Average width of new canal..... | 150 " |

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

| | |
|----------------------------------------|------------------------|
| Length of canal..... | 14 statute miles. |
| Number of locks {lift..... | 4 |
| {guard..... | 1 |
| Dimensions of locks..... | 280 feet by 45 feet. |
| Total rise or lockage..... | 84 feet. |
| Depth of water on sills..... | 15 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 164 " |
| Number of arc lights.. | 219 of 2,000 c.p. each |

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The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

| | |
|----------------------------------------|----------------------|
| Length of canal..... | 11 statute miles. |
| Number of locks..... | 6 |
| Total rise of lockage..... | 270 feet by 45 feet. |
| Total rise or lockage..... | 48 feet. |
| Depth of water on sills..... | 14 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 164 " |

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall Canal there is a stretch through Lake St. Francis, 32 $\frac{1}{2}$ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall Canal extends past the Long Sault Rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

| | |
|------------------------------------------|-----------------------|
| Length of canal..... | 1 mile. |
| Number of locks..... | 1 |
| New lock..... | 800 feet by 45 feet. |
| Old lock..... | 200 " |
| Total rise or lockages..... | 3 $\frac{1}{2}$ feet. |
| Depth of water on sills of new lock..... | 14 " |
| Depth of water on sills of old lock..... | 9 " |
| Breadth of canal at bottom..... | 90 " |
| Breadth of canal at water surface.... | 154 " |

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

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RAPIDE PLAT CANAL.

| | |
|-------------------------------------------|----------------------|
| Length of canal..... | 3½ miles. |
| Number of locks..... | 2 |
| Dimensions of locks..... | 270 feet by 45 feet. |
| Total rise or lockage..... | 11½ feet. |
| Depth of water on sills..... | 14 " |
| Breadth of canal at bottom..... | 80 " |
| Breadth of canal at surface of water..... | 152 " |

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

| | |
|-------------------------------------------|--------------|
| Length of canal.. | 7½ miles. |
| Number of locks..... | 3 |
| Dimension of locks. { one of which is } | 2-270 by 45. |
| { a guard lock. } | 1-800 by 45. |
| Total rise or lockage..... | 15½ feet. |
| Depth of water on sills..... | 14 " |
| Breadth of canal at bottom..... | 80 " |
| Breadth of canal at surface of water..... | 144 " |

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

| | |
|---------------------------------------------------|-----------|
| Length between eastern and western pier heads.... | 5½ miles. |
| Breadth at bottom..... | 80 feet. |
| Breadth at water surface..... | 120 " |
| Depth below lowest known lake level.... | 11 " |
| No locks. | |

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

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WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

| | Old Line. | Enlarged or New Line. |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Length of canal.... | 27½ miles | 26½ miles. |
| Pairs of guard-gates (formerly 3) | | 2 |
| Number of locks { lift.. | 26 | 25 |
| { guard.. | 1 | 1 |
| Dimensions..... | <div><div><div>1 lock 200 x 45</div><div>1 lock 200 x 45</div><div>1 (tidal) 230 x 45</div><div>24 locks 150 x 45</div></div></div> | 270 feet x 45 feet. |
| Total rise or lockage.... | 326½ feet | 326½ feet. |
| Depth of water on sills.. | 10½ " | 14 " |

WELLAND RIVER BRANCHES.

Length of canal—

| | |
|------------------------------------------------------------------------|-------------------|
| Port Robinson Cut to River Welland..... | 2,622 feet. |
| From the canal at Welland to the river, via lock at Aqueduct... .. | 300 feet. |
| Chippewa Cut to River Niagara.... . | 1,020 feet. |
| Number of locks—one at Aqueduct and one at Port Robinson..... | 2 |
| Dimensions of locks.... . | 150 by 26½ feet. |
| Total lockage from the canal at Welland down to River Welland.... . | 10 feet. |
| Depth of water on sills..... | 9 feet 10 inches. |

GRAND RIVER FEEDER.

| | |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Length of canal..... | 21 miles. |
| Number of locks..... | 2 |
| Dimensions of locks.... | <div style="display: flex; align-items: center;"> <div style="font-size: 3em; margin-right: 10px;">{</div> <div> 1 of 150 by 26½ feet. 1 of 200 by 45 " </div> </div> |
| Total rise or lockage.... | 7 to 8 feet. |
| Depth of water on sills..... | 9 feet. |

PORT MAITLAND BRANCH.

| | |
|------------------------------|---------------------|
| Length of canal..... | 1½ miles. |
| Number of locks.... | 1 |
| Dimensions of locks.... | 185 feet by 45 feet |
| Total rise or lockage.... | 7½ feet. |
| Depth of water on sills..... | 11 feet. |

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The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, 11½ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL.

| | |
|---------------------------------------------------------------------|----------------------|
| Length of canal, between the extreme ends of the entrance piers.... | 5,967 feet. |
| Number of locks.... | 1 |
| Dimensions of locks.... | 900 feet by 60 feet. |
| Depth of water on sills (at lowest known water level)..... | 20 feet 3 inches. |
| Total rise or lockage.... | 18 feet. |
| Breadth of canal at bottom.. | 141 feet 8 inches. |
| Breadth at surface of water..... | 150 feet. |

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

| | |
|-----------------------|------------------|
| The Ste. Anne's Lock. | Grenville Canal. |
| Carillon Canal. | Rideau Canal. |

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

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The following table exhibits the intermediate distances from Montreal harbour:—

| Sections of Navigation. | Interme- diate Distance. | Total Distance from Montreal. |
|----------------------------------------------------------------|--------------------------------|----------------------------------------|
| | Miles. | Miles. |
| The Lachine canal..... | 8½ | |
| From Lachine to Ste. Anne's lock..... | 15 | 23 |
| Ste. Anne's lock and piers..... | 1 | 23 |
| Ste. Anne's lock to Carillon canal..... | 27 | 50 |
| The Carillon canal..... | 3 | 51 |
| From Carillon to Grenville canal..... | 6½ | 57 |
| The Grenville canal..... | 7 | 63 |
| From the Grenville canal to entrance of Rideau navigation..... | 56 | 119 |
| Rideau navigation ending at Kingston..... | 126½ | 245 |

STE. ANNE'S LOCK.

| | New lock. | Old lock. |
|----------------------------|----------------|----------------|
| Length of canal..... | ½ mile. | ½ mile. |
| Number of locks..... | 1 | 1 |
| Dimensions of locks..... | 200 x 45 feet. | 190 x 45 feet. |
| Total rise or lockage..... | 3 feet. | 3 feet. |
| Depth of sills..... | 9 " | 6 " |

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

| | |
|----------------------------------------|----------------|
| Length of canal..... | ¾ mile. |
| Number of locks..... | 2 |
| Dimensions of locks..... | 200 x 45 feet. |
| Total rise or lockage..... | 13 feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 110 " |

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point, is raised 9 feet, enabling the river above to be used for navigation.

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GRENVILLE CANAL.

| | |
|-------------------------------------------|------------------------|
| Length of canal. | 5 $\frac{1}{2}$ miles. |
| Number of locks..... | 5. |
| Dimensions of locks..... | 200 x 45 feet. |
| Total rise or lockage..... | 43 $\frac{1}{2}$ feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 40 to 50 feet. |
| Breadth of canal at surface of water..... | 50 to 80 feet. |

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

| | |
|----------------------------------------------------|----------------------------------------------------------------------------------|
| Length of navigation waters..... | 126 $\frac{1}{2}$ miles. |
| Number of locks going from Ottawa to Kingston..... | { 35 ascending. 14 descending. |
| Total, lockage..... | 446 $\frac{1}{2}$ feet { 282 $\frac{1}{2}$ rise and 164 fall } at high water. |
| Dimensions of locks.... | 134 x 33 feet. |
| Depth of water on sills..... | 5 feet. |
| Navigation depth through the several reaches.... | 4 $\frac{1}{2}$ feet. |
| Breadth of canal reaches at bottom.. | { 60 feet in earth. 54 feet in rock. |
| Breadth of canal at surface of water.. | 80 feet in earth |

PERTH BRANCH.

| | |
|------------------------------------------|---------------------------------|
| Length of canal.... | 6 miles. |
| Number of locks..... | 2. |
| Dimensions of locks..... | 134 feet x 32 feet |
| Total rise or lockage..... | 26 " |
| Depth of water on sills..... | 5 " 6 inches. |
| Length of dam.... | 200 " |
| Breadth of canal at bottom.... | 40 " |
| Breadth of canal at surface at water.... | { 40 " in rock. 60 " in clay |

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

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From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

| Section of Navigation. | Inter- mediate Distance. | Total Distances. |
|-------------------------------------------------------|--------------------------------|---------------------|
| | Miles. | Miles. |
| Sorel to St. Ours lock | 14 | 14 |
| St. Ours lock to Chambly canal | 32 | 46 |
| Chambly canal | 12 | 58 |
| Chambly canal to boundary line | 23 | 81 |
| Boundary line to Champlain canal | 111 | 192 |
| Champlain canal to junction with Erie canal | 66 | 258 |
| Erie canal from junction to Albany | 7 | 265 |
| Albany to New York | 146 | 411 |

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ST. OURS LOCK AND DAM.

| | |
|---------------------------------------|----------------------|
| Length..... | 1 mile. |
| Number of locks.... | 1 |
| Dimensions of lock..... | 200 feet by 45 feet. |
| Total rise or lockage.... | 5 feet. |
| Depth of water on sills..... | 7 feet at low water. |
| Length of dam in eastern channel.... | 300 " |
| Length of dam in western channel..... | 690 " |

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

| | |
|-----------------------------------------|-----------|
| Length of canal..... | 12 miles. |
| Number of locks..... | 9 |
| Dimensions of locks:— | |
| Guard lock, No. 1 at St. Johns.. | 122 feet. |
| Lift " 2 | 124 " |
| " " 3, 4, 5, 6 | 118 " |
| " " 7, 8, 9 combined.... | 125 " |
| Total rise or lockage..... | 74 " |
| Depth of water on sills..... | 7 " |
| Breadth of canal at bottom.... | 36 " |
| Breadth of canal at surface of water... | 60 " |

} From 22½ to
24 feet wide.

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam,

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the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence across Lake Simcoe to the Severn river; thence by the River Severn to Georgian Bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

| | Navigable Miles. | Unnavigable Miles. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------|
| From Trenton, Bay of Quinté to Nine Mile rapids..... | — | 9 |
| Nine Mile rapids to Percy landing..... | 19½ | — |
| Percy landing to Heeley's Falls dam..... | — | 14½ |
| Heeley's Falls dam to Peterborough..... | 51½ | — |
| Peterborough to Lakefield..... | — | 9½ |
| Lakefield to a point across Balsam lake.... | 61 | — |
| Balsam Lake to Lake Simcoe..... | — | 18½ |
| Across Lake Simcoe to Severn River..... | 18 | — |
| Lake Simcoe to Georgian Bay via Severn River.. | — | 14 |
| | <hr/> 150½ | <hr/> 65½ |
| Total distance, Bay of Quinté to Georgian Bay..... | | 212 |
| From Sturgeon Point on Sturgeon lake, 48½ miles from Lake- field, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog..... | | 27 |

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bobcaygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

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At Burleigh Rapids, 10 miles from Young's Point, a canal, about $2\frac{1}{2}$ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh Rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, $15\frac{1}{2}$ miles from Buckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1 Lock at Rosedale (maintained by the Ontario government), $100' \times 30' \times 4' 6''$ to $6' 6''$ depth water on mitre sill.

2 Locks at Fenlon.... $134' \times 33' \times 5' 0''$ to $7' 6''$ depth of water on mitre sill.

1 " Lindsay.... $134' \times 33' \times 5' 0''$ to $7' 0''$ " "

1 " Bobcaygeon.... $134' \times 33' \times 5' 8''$ to $7' 6''$ " "

1 " Buckhorn.... $134' \times 33' \times 5' 0''$ to $9' 0''$ " "

1 " Lovesick.... $134' \times 33' \times 5' 0''$ to $9' 4''$ " "

2 " Burleigh.... $134' \times 33' \times 6' 0''$ to $8' 0''$ " "

1 " Young's Point (a provincial government work) $134' \times 33' \times 5' 0''$ to $14' 0''$ depth of water on mitre sill.

1 " Peterborough... $134' \times 33' \times 5' 0''$ to $10' 0''$ depth water on mitre sill.

1 " Hastings..... $134' \times 33' \times 7' 0''$ to $10' 6''$ " "

1 " Chisholm's..... $134' \times 33' \times 5' 0''$ to $8' 6''$ " "

1 Hydraulic lift lock at Ashburnham.

14

ST. PETER'S CANAL, CAPE BRETON.

Length of canal.... About 2,400 feet.

Breadth at water line.... 55 feet.

Lock.... One tidal lock, 4 pairs of gates.

Dimensions.... 200 feet by 48 feet.

Depth of water on sills.... 18 " at lowest water.

Depth through canal.... 19 "

Extreme rise and fall of tide in St.

Peter's bay.... 4 "

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

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BEAUHARNOIS CANAL.

| | |
|----------------------------------------|----------------------|
| Length of canal..... | 12 statute miles. |
| Number of locks..... | 9 |
| Dimensions of locks.... | 200 feet by 45 feet. |
| Total rise or lockage..... | 82½ " |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 80 " |
| Breadth of canal at water surface..... | 120 " |

As the new Soulanges canal is now opened for navigation, it is to be presumed that the Beauharnois canal will be abandoned for navigation purposes.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Deputy Minister and Chief Engineer of Railways and Canals.

The Honourable H. R. EMMERSON,
Minister of Railways and Canals.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,

MONCTON, N.B., September 14, 1904.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended June 30, 1904.

I inclose the report of the Chief Engineer on the works charged to capital account, the report of the General Superintendent, and of the Engineer of Maintenance on the repair and renewal of the permanent way, buildings and works, and the report of the Superintendent of Motive Power and of the Mechanical Accountant with the statement relating to the mechanical department; also the following statements of the accounts of the railway prepared by the Chief Accountant and Treasurer:—

1. Capital account.
2. Revenue.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. Special votes.
9. General stores.
10. General balance.
11. Comparative statement of averages.

The length of railway in operation during the year was 1,820'92 miles, an increase of 6'25 miles over last year, on account of the addition of the Rivière Ouëlle branch, 6'25 miles.

Towards improving ferry service at Strait of Canso.

This expenditure was for providing electric light plants on each side of the strait, and installing same, also furnishing a portion of the materials for cribwork protection at Point Tupper.

New machinery for locomotive and car shops.

This is for additional machinery for the construction and repair of locomotives and cars and for the installation of it.

Rolling stock.

Ten consolidation locomotives for freight service and two shunting locomotives were purchased, also four first-class sleeping cars, eight first-class passenger coaches, six second-class sleeping cars, two hundred and seven box freight cars, each of 80,000 pounds capacity, and nine auxiliary cars. One air-brake instruction car was built in the railway shops in Moncton.

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To equip passenger cars with vestibules.

Six passenger cars were equipped with vestibules of the wide pattern.

To equip ten passenger cars with Pintsch gas.

Six cars were equipped during the year.

To change air brakes of passenger cars to quick action brakes and apply air signals.

The change of brakes was made on thirty-one cars, and air signals were applied to thirty-eight cars.

To exchange drawbars of freight cars.

Six hundred and fifty-five freight cars and two flangers were changed from the link and pin drawbar to the M.C.B. coupler.

Air brakes to freight cars.

One hundred and twelve freight cars, four freight vans, and one wing plough were equipped during the year with the Westinghouse automatic quick action air brake.

The explanations in regard to the other expenditures on capital account will be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

| | |
|-----------------------|----------------|
| Gross earnings..... | \$6,339,231 43 |
| Working expenses..... | 7,239,982 04 |

| | |
|-----------------|---------------|
| Deficiency..... | \$ 900,750 61 |
|-----------------|---------------|

The gross earnings compare as follows with those of the previous year:—

| | |
|-----------------|----------------|
| In 1903-04..... | \$6,339,231 43 |
| In 1902-03..... | 6,324,328 72 |

| | |
|---------------|--------------|
| Increase..... | \$ 14,907 71 |
|---------------|--------------|

The earnings from passenger traffic compare as follows:—

| | |
|-----------------|----------------|
| In 1903-04..... | \$2,021,568 04 |
| In 1902-03..... | 1,927,916 97 |

| | |
|---------------|--------------|
| Increase..... | \$ 93,651 43 |
|---------------|--------------|

The earnings from freight traffic compare as follows:—

| | |
|-----------------|----------------|
| In 1903-04..... | \$4,041,122 48 |
| In 1902-03..... | 4,128,255 00 |

| | |
|--------------|--------------|
| Decrease.... | \$ 87,132 52 |
|--------------|--------------|

The earnings from mails and express freight compare as follows:—

| | |
|-----------------|---------------|
| In 1903-04..... | \$ 276,540 55 |
| In 1902-03.... | 268,151 76 |

| | |
|---------------|-------------|
| Increase..... | \$ 8,388 80 |
|---------------|-------------|

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The earnings by mile of railway compare as follows:—

| | |
|-----------------|-------------|
| In 1903-04..... | \$ 4,799 10 |
| In 1902-03..... | 4,810 56 |

The earnings by train mile compare as follows:—

| | |
|-----------------|---------------|
| | <i>Cents.</i> |
| In 1903-04..... | |
| In 1902-03..... | 99'66 |

The number of passengers carried compare as follows:—

| | |
|-----------------|-----------|
| In 1903-04..... | 2,663,156 |
| In 1902-03..... | 2,404,230 |

Increase..... 258,926

Of this increase 192,830 were local passengers and 66,096 were through passengers.

The weight of freight carried compares as follows:—

| | |
|-----------------|--------------|
| | <i>Tons.</i> |
| In 1903-04..... | 2,664,149 |
| In 1902-03..... | 2,790,737 |

Decrease..... 126,588

The decrease in local freight was 116,732 tons and in through freight 9,856 tons.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year:—

| Articles. | 1902-3. | 1903-4 | Increase. | Decrease. |
|---------------------------------|-------------|-------------|-----------|-----------|
| Barrels of flour and meal | 1,521,540 | 1,607,059 | 85,510 | |
| Bushels of grain..... | 3,392,232 | 2,788,772 | 5,510 | 603,480 |
| Lumber in superficial feet..... | 459,231,549 | 465,379,803 | 6,148,214 | |
| Head of live stock..... | 127,060 | 113,006 | | 14,054 |
| Coal in tons..... | 750,076 | 694,761 | | 55,315 |
| Manufactured goods in tons..... | 590,526 | 522,410 | | 68,116 |
| Cords of firewood..... | 55,002 | 53,606 | | 1,394 |
| All other articles in tons..... | 493,225 | 1,194,163 | 700,938 | |

There was an increase over last year in the quantity of the following articles carried:—Flour, meal and other mill products, potatoes and other vegetables, butter and cheese, apples, horses, logs, ship timber, pulp wood, pit props, railway ties, clapboards, laths and palings, extract of hemlock bark, ore, iron and other metals, fresh fish, oysters and clams, molasses, sugar, salted and fresh beef, hides and skins and leather.

There was a decrease in the quantity of the following:—Grain, hay and straw, eggs, calves, horned cattle, pigs, sheep and lambs, lumber, telegraph poles, tanbark, firewood, shingles, coal, stone, lime and cement, brick, sand, salted fish and dried fish.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

| | |
|-----------------|----------------|
| In 1903-04..... | \$7,099,982 04 |
| In 1902-03..... | 6,056,653 19 |

Increase..... \$1,043,328 85

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The averages compare with those of last year, as follows:—

Per mile run by engines—

| | Cents. |
|---------------------|--------|
| In 1903-04. | 86'32 |
| In 1902-03. | 75'52 |

Per mile run by trains—

| | |
|---------------------|--------|
| In 1903-04. | 109'17 |
| In 1902-03. | 95'45 |

Working expenses per mile of railway—

| | |
|---------------------|------------|
| In 1903-04. | \$5,375 03 |
| In 1902-03. | 4,606 97 |

The rent paid to the Grand Trunk Railway Company, \$140,000, is not included in the above, as it would disturb the comparison with previous years; no corresponding charge relating to the cost of any portion of the railway having been included in the working expenses previous to the year 1898-99.

The permanent way and structures and all the works of the railway received necessary repairs and are in good order.

The number of ties renewed was 644,683. One hundred and fifty-seven sets of switch ties were also renewed.

Thirty-six miles of track were rebalasted, 53,645 cubic yards of ballast being used.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 105 miles of fences were built.

The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs and is in good order.

Five passenger locomotives were purchased and three built in the railway shops at Moncton, to replace an equal number of smaller ones taken out of service.

One second-class sleeping car, three express and baggage cars, two hundred and forty box, eight refrigerator and one hundred and seventy-five platform cars were purchased, fifteen box, thirteen platform, one hopper, two large coal cars and eight vans were built in the railway shops in Moncton, to replace an equal number taken out of service. These freight cars were of much greater capacity than the ones they replaced.

STORES.

| | |
|--------------------------------------------|----------------|
| The value of stores purchased was. | \$3,450,953 02 |
| The value of stores used was. | 3,445,708 27 |
| The value of material sold was. | 246,111 46 |

The value of stores on hand at the end of the year was:—

| | |
|--------------------------------|-----------------------|
| Miscellaneous. | \$ 326,654 07 |
| Fuel. | 294,362 66 |
| Track materials | 429,668 70 |
| Iron and steel rails | 372,671 12 |
| Total | <u>\$1,423,356 55</u> |

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GENERAL.

In the month of November, 1903, the station and other railway buildings at Mitchell were destroyed by fire.

In the month of May, 1904, the old coal shed on the east side of Rivière du Loup bridge was destroyed by fire.

In the month of June, 1904, the coal shed and trestle at St. John were partly destroyed by fire, and about 300 tons of coal were also consumed.

The winter was a very severe one, in fact one of the coldest and most stormy experienced in a great many years. The train service, however, was effectually maintained, and there were no serious blockades of trains. The cost of operating the railway was, however, much increased both directly and indirectly by the severity of the weather.

On April 21, 1904, Mr. G. R. Joughins was appointed superintendent of motive power, and took charge of the locomotive and car departments on that date.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

Collingwood Schreiber, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

4-5 EDWARD VII., A. 1905

No. 1.—INTERCOLONIAL RAILWAY.

CAPITAL ACCOUNT, year ended June 30, 1904.

| Dr. | | 1903. | | 1904. | | Cr. |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------|---------|------|------------|------|-----------------------|
| | | \$ | cts. | \$ | cts. | |
| | To cost of Intercolonial Railway to date..... | | | 70,855,079 | 20 | \$ cts. 70,855,079 20 |
| 1903. June 30..... | To expenditure for current year— | | | | | |
| 1904. June 30..... | To increase accommodation at Sydney..... | 25,082 | 61 | | | |
| | Original construction..... | 1,979 | 18 | | | |
| | To strengthen bridges..... | 164,928 | 08 | | | |
| | To increase accommodation at Lévis..... | 62,107 | 67 | | | |
| | Air brakes to freight cars..... | 24,990 | 02 | | | |
| | New machinery for locomotive car shops..... | 17,006 | 55 | | | |
| | To exchange draw bars of freight cars..... | 46,000 | 00 | | | |
| | To equip ten passenger cars with Pintech gas apparatus..... | 4,652 | 89 | | | |
| | Rolling stock..... | 643,020 | 83 | | | |
| | Increased accommodation at Stellarton..... | 11,345 | 61 | | | |
| | New superstructure for Restigouche bridge..... | 95,106 | 08 | | | |
| | Towards double tracking parts of line..... | 85,138 | 57 | | | |
| | Improvements at Point Tupper..... | 4,888 | 11 | | | |
| | Yard for freight business at Rivière du Loup..... | 9,760 | 72 | | | |
| | To change air brakes of passenger cars to quick action brakes and apply air signals..... | 2,000 | 00 | | | |
| | To extend freight car repair shop at Moncton..... | 26,377 | 39 | | | |
| | Engine house, machine shop, car shop, &c., at Rivière du Loup..... | 48,805 | 68 | | | |
| | Engine house, &c., at Chaudière Junction..... | 48,475 | 90 | | | |
| | Increased accommodation at St. John..... | 67,335 | 82 | | | |
| | Increased accommodation at Halifax..... | 105,702 | 91 | | | |
| | To increase accommodation at Pictou..... | 1,109 | 20 | | | |
| | Improvements at North Sydney..... | 8,349 | 65 | | | |
| | Building a spur line of railway from Intercolonial Railway station at Rivière Ouelle to the wharf on the St. Lawrence..... | 32,369 | 96 | | | |
| | To increase accommodation at Moncton..... | 95,198 | 78 | | | |
| | To equip passenger cars with vestibules..... | 7,129 | 78 | | | |
| | Dwelling for agent at Eel River..... | 1,699 | 60 | | | |
| | Increased accommodation at Amqui..... | 602 | 51 | | | |
| | Increased accommodation at Ste. Flavie..... | 27,472 | 84 | | | |
| | Towards improving ferry service at Strait of Canso..... | 16,613 | 41 | | | |
| | Increased accommodation at Truro..... | 1,525 | 19 | | | |
| | Improvements at Nicolet..... | 496 | 99 | | | |
| | Improvements at Little Metis and diverting public road..... | 1,132 | 96 | | | |
| | Improvements at Matapedia..... | 4,829 | 36 | | | |
| | Increased accommodation and facilities along the line..... | 30,935 | 57 | | | |
| | Steel rails and fastenings..... | 59,336 | 09 | | | |
| | Additional sidings along the line..... | 55,118 | 19 | | | |

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| | |
|--------------------------------------------------------------------------------------|-----------------------|
| To dredge and blast rock at deep water terminus, Halifax | 8,896 20 |
| Protection to Grand Narrows bridge | 9,998 67 |
| To compensate the Anchor Line for salvage service to ss. Scotia | 16,072 23 |
| Dredging at Point Tupper | 5,162 61 |
| New Glasgow—extension to freight shed and crane for loading platform | 1,071 50 |
| To increase water supply | 567 99 |
| Improvements at St. Alexis | 3,216 50 |
| New freight shed at Davelayville | 1,328 40 |
| St. André—extension of siding | 1,000 00 |
| Freight houses at Elgin Road, L'Anse à Giles and Trois Saumons | 1,347 00 |
| St. Charles Junction—bore hole for water supply | 4,621 00 |
| Siding on wharf at Campbellton | 1,256 00 |
| Sussex—platform extension of military siding | 1,581 36 |
| Bore hole for water supply at Springhill Junction | 1,941 00 |
| Siding at Pictou Landing | 13,690 99 |
| To purchase power-saw for sawing rails, &c | 930 00 |
| | 1,992,340 15 |
| Less—New superstructure for south-west Miramichi bridge (credit value of old bridge) | 7,483 25 |
| Re-funds of previous years | |
| | 1,894,856 90 |
| | 14,000 30 |
| | 1904 |
| | June 30 |
| | 1,880,856 60 |
| | By Dominion of Canada |
| | 1,880,856 60 |
| | 72,735,935 80 |

T. WILLIAMS,

Chief Accountant and Treasurer.

E. and O. E.,
Moncton, N.B., June 30, 1904.

4-5 EDWARD VII., A. 1905

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT, year ended June 30, 1904.

| Previous Year. | Expenditure. | Year ended June 30, 1904. | Previous Year. | Earnings. | Year ended June 30, 1904. |
|----------------|-----------------------------------|---------------------------|----------------|----------------------|---------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 2,176,160 76 | Locomotive power, Abstract No. 1. | 2,616,922 26 | 1,927,916 97 | Passenger traffic. | 2,021,568 40 |
| 1,338,857 68 | Car expenses " | 2. 1,707,927 96 | 4,128,255 00 | Freight traffic. . . | 4,041,122 48 |
| 1,886,350 29 | Main way and works " | 3. 1,491,673 18 | 268,151 75 | Mails & sundries. | 276,549 55 |
| 789,346 84 | Station expenses " | 4. 878,073 02 | | | |
| 477,373 77 | General charges " | 5. 517,936 79 | | | |
| 6,168,089 34 | | 7,212,533 21 | | | |
| 111,436 15 | Car mileage. | 112,551 17 | | | |
| 6,056,653 19 | | 7,099,982 04 | | | |
| 140,000 00 | Rental of leased lines. | 140,000 00 | | | |
| 6,196,653 19 | | 7,239,982 04 | 6,324,323 72 | | 6,339,231 43 |
| 127,670 53 | Balance | | | Balance | 900,750 61 |
| 6,324,323 72 | | 7,239,982 04 | 6,324,323 72 | | 7,239,982 04 |

E. and O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS
Chief Acct. and Treasurer.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER, year ended June 30, 1904.

| Previous Year. | | Year ended June 30, 1904. |
|----------------|--------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 17,061 86 | Mechanical superintendent's salary, clerk, office and travelling expenses. . . | 16,372 66 |
| 513,160 91 | Wages of drivers, firemen and cleaners. | 631,711 91 |
| 1,111,725 32 | Fuel | 1,234,927 25 |
| 20,881 77 | Oil, tallow and waste and small stores. | 34,048 47 |
| 407,861 03 | Repairs to engines, tenders and engine tools. | 592,640 87 |
| 44,149 60 | Water, including pump and tank repairs. | 48,058 65 |
| 52,320 27 | Miscellaneous. | 59,162 45 |
| 2,176,160 76 | | 2,616,922 26 |

E. and O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES, year ended June 30, 1904.

| Previous Year. | | Year ended June 30, 1904. |
|----------------|-------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 152,672 78 | Repairs to passenger cars | 181,201 65 |
| 33,002 79 | Repairs to postal, express and baggage cars | 54,354 50 |
| 412,612 08 | Repairs to freight cars and vans | 601,030 04 |
| 13,250 37 | Repairs to snow ploughs and flangers | 6,611 71 |
| 497,753 65 | Wages of conductors, train baggage masters and brakemen | 651,137 08 |
| 9,211 14 | Oil and waste for packing | 8,890 72 |
| 151,411 46 | Small stores and fuel | 140,490 05 |
| 68,943 41 | Miscellaneous | 64,212 21 |
| 1,338,837 68 | | 1,707,927 96. |

E. and O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAYS AND WORKS, year ended June 30, 1904.

| Previous Year. | | Year ended June 30, 1904. |
|----------------|----------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 6,796 26 | Chief and assistant engineer's salaries, clerks, office and travelling expenses | 7,235 24 |
| 391,742 85 | Wages in repairing roadway, fences, semaphores, including new sidings laid in | 644,450 60 |
| 185,746 44 | Rails and fastenings, including new sidings laid in | 173,558 47 |
| 193,333 92 | Ties | 194,458 92 |
| 179,557 07 | Timber, lumber, &c., for repairs to bridges, cattle-guards, snow sheds, fences, &c | 201,129 66 |
| 17,967 55 | Repairs to wharfs | 27,175 77 |
| 97,894 01 | Repairs to buildings and platforms, including extensions and additions to same | 90,416 10 |
| 19,985 12 | Repairs to tools | 19,871 66 |
| 89,480 70 | Cleaning snow and ice | 130,652 35 |
| 3,846 37 | Miscellaneous | 2,724 41 |
| 1,386,350 29 | | 1,491,673 18 |

E. and O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

4-5 EDWARD VII., A. 1905

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES, year ended June 30, 1904.

| Previous Year. | | Year ended June 30, 1904. |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 644,939 90 | Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen and labourers..... | 738,964 14 |
| 144,406 94 | Fuel, oil and light, stationery, tickets and other incidental expenses..... | 139,108 88 |
| 789,346 84 | | 878,073 02 |

E. and O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES, year ended June 30, 1904.

| Previous Year. | | Year ended June 30, 1904. |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 197,442 67 | General manager, general superintendent, traffic manager, district superintendents, train despatchers, general freight agent, general passenger agents' salaries, clerks, office and travelling expenses..... | 213,633 75 |
| 50,091 96 | Chief accountant and treasurer, traffic auditor, paymaster, cashiers' salaries, clerks, office and travelling expenses..... | 53,966 56 |
| 24,075 20 | Damage to men, animals and goods..... | 31,205 37 |
| 69,624 15 | Ferry service..... | 80,440 66 |
| 2,883 80 | Telegraph expenses, not including pay to operators..... | 3,701 70 |
| 64,978 03 | Miscellaneous, printing, advertising, &c..... | 60,976 45 |
| 67,761 29 | Agency expenses..... | 73,872 30 |
| 476,857 10 | | 517,796 79 |
| 516 67 | To pay Ida E. Robertson and Mary E. Thompson..... | |
| 477,373 77 | | 517,796 79 |
| | To pay Bridget M. Brown..... | 140 00 |
| 477,373 77 | | 517,936 79 |

E. and O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY.

SPECIAL VOTES, year ended June 30, 1904.

| Previous Year. | Rental of Leased Lines. | Year ended June 30, 1904. |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 140,000 00 | Rent of Grand Trunk Railway—Chaudière Curve to Chaudière and Ste. Rosalie to Montreal, including the Victoria Bridge and terminals to Montreal..... | 140,000 00 |

E. and O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

SESSIONAL PAPER No. 20

| No. 9.—INTERCOLONIAL RAILWAY. | | | | GENERAL STORES ACCOUNT, year ended June 30, 1904. | | Cr. | |
|-------------------------------|-------------------------------------|--------------|--|---------------------------------------------------|------------------------------------------|--------------|--------------|
| Dr. | | | | 1904. | | \$ | cts. |
| 1903. | | | | | | | |
| June 30..... | To Balance..... | | | June 30..... | By Issues during year..... | 3,445,708 27 | |
| | | | | | Sales material, fuel, &c..... | 43,079 00 | |
| | | | | | Sales old material..... | 203,032 46 | |
| 1904. | | | | | | | 3,691,819 73 |
| June 30..... | To Purchases during year..... | 3,450,953 02 | | | By Balance— | 1,011,043 67 | |
| | Charges from other departments..... | 600,716 86 | | | Ordinary stores, including fuel..... | 412,312 88 | |
| | Labour, &c..... | 127,012 62 | | | Iron and steel rails and fastenings..... | | 1,423,356 55 |
| | Staff pay rolls..... | 18,552 05 | | | | | 5,115,176 28 |
| | | | | | | | |

E. and O. E.,
Moncton, N.B., June 30, 1904.

T. WILLIAMS,
Chief Accountant and Treasurer.

SESSIONAL PAPER No. 20

| | |
|--------------------------------------------|------------|
| Inverness and Richmond Ry..... | 16,719 23 |
| Central Vermont Ry..... | 140 23 |
| Grand Trunk Ry.—Suspense..... | 98 75 |
| Drummond County Ry..... | 7,199 87 |
| Wabash Ry..... | 29 57 |
| Newfoundland Ry..... | 349 11 |
| Maine Central Ry..... | 98 81 |
| Midland Ry. of Nova Scotia..... | 2,463 71 |
| Central Ry. of New Brunswick..... | 41,811 54 |
| New York, N. H. and H. Ry..... | 3 32 |
| Lake Shore and M. S. Ry..... | 1 18 |
| Great Northern Ry. of Canada..... | 21 05 |
| Ballston Terminal Ry..... | 396 41 |
| Delaware & Hudson Ry..... | 2 47 |
| Michigan Central Ry..... | 2 71 |
| Canada Atlantic Ry..... | 116 81 |
| Cleveland, C. C. and St. Louis Ry..... | 1 66 |
| Erie Ry..... | 5 33 |
| Swift Refrigerator Line..... | 0 40 |
| Wheeling and Lake Erie Ry..... | 1 09 |
| Illinois Central Ry..... | 42 40 |
| Nova Scotia Central Ry..... | 132 20 |
| New York, Chicago and St. Louis Ry..... | 0 64 |
| Quebec & Lake St. John Ry..... | 7 90 |
| New York Central and H. River Railway..... | 25 79 |
| Canada Northern Ry..... | 0 47 |
| Eastern SS. Co..... | 7 60 |
| Elgin and Havelock Ry..... | 2 96 |
| St. Martin's and Upham Ry..... | 583 04 |
| Detroit Southern Ry..... | 2 94 |
| Warren Refining Co..... | 1 37 |
| Salisbury and Harvey Ry..... | 982 27 |
| Prince Edward Island Ry..... | 128,325 47 |
| Charlottetown Steam Navigation Co..... | 14 30 |
| Baltimore and Ohio Ry..... | 10 27 |
| Street's Western Car Stable Co..... | 25 62 |
| Armour Refrigerator Line..... | 0 54 |
| Pere Marquette Ry..... | 4 66 |
| Chicago, Burlington and Quincy Ry..... | 1 05 |
| Grand Rapids and Indiana Ry..... | 0 36 |
| Chicago and Northwestern Ry..... | 4 83 |
| Toledo, St. Louis and Western Ry..... | 1 10 |
| Rome, Watertown and O. Ry..... | 5 00 |
| Minn., St. Paul and Sault St. M. Ry..... | 1 39 |
| Pennsylvania Co..... | 0 71 |
| Chicago and Great Western Ry..... | 3 00 |
| Buffalo, Rochester and Pitts. Ry..... | 6 20 |
| Chicago, Rock Island and Pacific Ry..... | 2 14 |

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No. 10—INTERCOLONIAL RAILWAY—Continued.

GENERAL BALANCE, year ended June 30, 1904—Continued.

| Dr. | \$ cts. | Cr. | \$ cts. |
|------------------------------------------|-----------|-----|---------|
| Chicago, Mil. and St. Paul Ry. | 0 81 | | |
| Beersville Ry. and Coal Co. | 3,061 74 | | |
| Cincinnati, Hamilton and D. Ry. | 7 32 | | |
| Lake Erie and Western Ry. | 10 57 | | |
| Atcheson, Topeka and S. F. Ry. | 0 60 | | |
| Pittsburg, Cincinnati, C. and St. L. Ry. | 1 20 | | |
| Rutland Ry. | 2 20 | | |
| Cape Breton Ry. | 1 51 | | |
| Moncton and Buctouche Ry. | 269 04 | | |
| Canada Atlantic and Plant Line | 3 48 | | |
| Maritime Coal Co. | 35 18 | | |
| Montreal Rolling Mills | 1,784 14 | | |
| Finska Lloyd Navigation Co. | 1 80 | | |
| I. C. R. Employees' R. and L. Assn. | 1 40 | | |
| Great Northwestern Telegraph Co. | 55 00 | | |
| North American Transportation Co. | 2,183 63 | | |
| Cumberland Ry. and Coal Co. | 38 04 | | |
| Canada Coals and Ry. Co. | 141 40 | | |
| SS. <i>Minto</i> . | 268 14 | | |
| SS. <i>Verda</i> . | 50 78 | | |
| SS. <i>Lake Ontario</i> . | 17 94 | | |
| Acadia Coal Co. | 62 54 | | |
| Intercolonial Coal Co. | 41 57 | | |
| Dominion Coal Co. | 1,289 60 | | |
| Western Union Telegraph Co. | 1,550 67 | | |
| Royal Visit | 10,189 80 | | |
| Dominion Iron and Steel Co. | 8,097 75 | | |
| Baldwin Locomotive Works | 181 10 | | |
| Standard Car Truck Co. | 465 30 | | |
| Nova Scotia Steel and Coal Co. | 9,402 46 | | |
| Halifax Station Labour | 1,000 00 | | |
| Engineering Contract Co. | 518 68 | | |
| New Brunswick Wire Fence Co. | 25 72 | | |
| Mcniac Mining Co. | 317 84 | | |
| Montuaghy Light and P. Co. | 1,653 53 | | |
| Portland Rolling Mills | 1,778 56 | | |
| Londonderry Iron and Mining Co. | 6,338 55 | | |
| Hamilton Bridge Co. | 204 40 | | |
| Acadia Sugar Refining Co. | 0 67 | | |
| Maritime Engineering Co. | 51 70 | | |
| Canadian Bridge Co. | 86 69 | | |

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| | |
|---------------------------------------|-----------|
| Peerless Tank Line | 0 38 |
| Seaboard Air Line | 12 74 |
| Cotton Belt Route | 0 28 |
| Atlantic Coast Line | 0 60 |
| Frisco System | 1 37 |
| Quebec Bridge and Ry. Co | 128 15 |
| Elgin Branch Ry. | 728 10 |
| Polson Iron Works | 273 25 |
| Union Bearing Co. | 928 18 |
| Town of Dartmouth | 32,040 00 |
| St. John Street Ry. | 31 00 |
| Springhill and Farnsboro Ry | 3,161 89 |
| Coldbrook Rolling Mills | 1,967 41 |
| Dominion Bridge Co. | 88 74 |
| Doud Stock Car Co. | 15 08 |
| Halifax and Cape Breton Ry | 1,151 42 |
| Allan SS. Line | 1,892 13 |
| Remittances destroyed | 788 81 |
| Schooner <i>Mary Jane</i> | 71 30 |
| Uncurrent and failed bank notes | 82 20 |
| Trois Pistoles Station. | 97 37 |
| Eel River | 32 61 |
| Nauwigewauk | 3 00 |
| Glengary | 5 00 |
| Bloomfield | 25 21 |
| Coal Branch | 65 84 |
| Weldford | 55 00 |
| Bic | 22 00 |
| St. Arsène | 107 12 |
| Ste. Luce | 80 00 |
| Dalhousie | 19 69 |
| Valley | 6 65 |
| Iona | 72 71 |
| Isle Verte | 25 00 |
| Kent Junction | 28 38 |
| Gloucester Junction Station | 78 87 |
| Campbellton Freight | 25 00 |
| Derby Junction | 231 04 |
| Ste. Louise | 0 66 |
| Nicolet | 36 00 |
| Rivière du Loup, freight | 136 82 |
| St. Alexandre | 25 90 |
| Red Pine | 20 00 |
| Rivière du Loup ticket | 16 00 |
| Newcastle | 102 75 |
| Nappan | 40 00 |
| Nemamcook | 7 54 |
| St. John, freight | 3,096 46 |

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INTERCOLONIAL RAILWAY.

INDIVIDUAL ACCOUNTS, year ended June 30, 1904.

| <i>Dr.</i> | \$ cts. | \$ cts. |
|---------------------------------|----------|-----------|
| J. Barnes Construction Co. | | 0 50 |
| S. Cunard & Co. | | 24 24 |
| Purcell & Fallon. | | 11,182 53 |
| F. E. Came. | | 2,760 70 |
| J. Norris & Co. | | 23 23 |
| Ryan and McDonnell. | | 3,736 29 |
| T. A. S. De Wolf & Co. | | 9 51 |
| M. J. O'Brien. | | 4 45 |
| M. Beattie & Sons. | | 1 14 |
| A. R. McDonald. | | 2 76 |
| T. Malcolm. | | 997 25 |
| Furness, Withy & Co. | | 37 87 |
| Rhodes, Curry & Co. | | 4,894 23 |
| Warren Taylor. | | 8 25 |
| T. B. Calhoun. | | 10 00 |
| J. W. C. McConnell. | | 50 00 |
| A. H. Lindsay. | | 400 00 |
| J. Hardwell. | | 65 50 |
| Geo. McDougall & Co. | | 1,466 00 |
| L. R. Harrison. | | 1,343 41 |
| Pickford & Black. | | 147 54 |
| I. N. Pouliot. | | 352 20 |
| R. A. & J. Stewart. | | 41 39 |
| Wallace Ross. | | 33 70 |
| J. Richards & Son. | | 116 24 |
| J. Cook & Son. | | 19 80 |
| P. E. Gallant. | | 173 36 |
| J. J. McLeod. | | 644 16 |
| A. Forbes. | | 82 18 |
| H. J. Cameron. | | 1,679 07 |
| H. M. Hamilton. | | 316 66 |
| R. Hamilton. | | 1,131 52 |
| H. Atkinson. | | 12 80 |
| T. Atkinson. | | 49 87 |
| Gray & Lawrence Bros Co. | | 6 75 |
| St. Francois Bridge Co. | | 49 59 |
| | | 31,873 67 |
| <i>Cr.</i> | | |
| Dubs & Co. | 98 63 | |
| H. M. Price & Co. | 17 00 | |
| Cloutier & Gaudreau. | 22 50 | |
| J. W. Bryson. | 25 00 | |
| Malley & Horn. | 5,331 52 | |
| | | 5,494 65 |
| | | 26,379 02 |

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No. 11.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, year ended June 30, 1904.

| | 1903. | 1904. |
|--------------------------------------------------------------------------|------------|------------|
| Mileage of railway | 1,314·67 | 1,320·92 |
| Engine mileage. | 8,019,320 | 8,224,858 |
| Train mileage. | 6,345,500 | 6,503,579 |
| Car mileage. | 80,690,353 | 81,030,759 |
| Receipts per engine mile. Cents | 78·86 | 77·07 |
| Receipts per mile of railway. Dollars | 4,810·56 | 4,799·10 |
| Percentage of passenger earnings to gross earnings. | 30·48 | 31·89 |
| " freight " " | 65·28 | 63·75 |
| " other " " | 4·24 | 4·36 |
| Expenses per engine mile— | | |
| Drivers, firemen and cleaners' wages | 6·40 | 7·58 |
| Fuel. | 13·86 | 15·02 |
| Oil, tallow, waste and small stores | ·37 | ·41 |
| Repairs to engines | 5·04 | 7·21 |
| Water and tank repairs. | ·55 | ·58 |
| Miscellaneous. | ·65 | ·72 |
| Total | 26·92 | 31·62 |
| Mechanical superintendent's salary, office and travelling expenses. | ·21 | ·20 |
| | 27·13 | 31·82 |
| Locomotive power per engine mile. Cents | 27·13 | 31·82 |
| Car expenses " | 16·70 | 20·76 |
| Maintenance way and works per engine mile | 17·29 | 18·14 |
| Station expenses per engine mile. | 9·84 | 10·67 |
| General charges " | 5·95 | 6·30 |
| | 76·91 | 87·69 |
| Less car mileage. | 1·39 | 1·37 |
| Total | 75·52 | 86·32 |
| Rental of leased lines. | 1·75 | 1·70 |
| Total per engine mile | 77·27 | 88·02 |
| Locomotive power per train mile. Cents | 34·29 | 40·24 |
| Car expenses " | 21·10 | 26·26 |
| Maintenance way and works per train mile. | 21·85 | 22·94 |
| Station expenses " | 12·44 | 13·50 |
| General charges " | 7·52 | 7·96 |
| | 97·20 | 110·90 |
| Less car mileage. | 1·75 | 1·73 |
| Total | 95·45 | 109·17 |
| Rental of leased lines | 2·20 | 2·15 |
| Total per train mile. | 97·65 | 111·32 |
| Working expenses per mile of railway :— | | |
| Ordinary | 4,606·97 | 5,375·03 |
| Rental of leased lines | 106·49 | 105·99 |
| | 4,713·46 | 5,481·02 |

E. and O. E.,
 MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
 Chief Accountant and Treasurer.

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INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,

MONOTON, N.B., September 10, 1904.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending June 30, 1904:—

TRACK.

During the year 206'05 miles of 56, 58 and 67-pound rails were taken up, and 43'66 miles of 67-pound rails were relaid.

TIES.

During the year 644,683 ordinary ties, and 157 sets of switch ties, were renewed.

BALLASTING.

During the year 35'76 miles of track were ballasted, using 37,227 cubic yards of gravel, and 16,418 cubic yards of ashes and cinders.

SWITCHES AND SEMAPHORES.

Distant electric semaphore signals were erected or extended at the following stations:—

| | | | |
|-----------------------------|---|-------------------------|---|
| Ste. Flavie. | 1 | Bic. | 2 |
| St. Fabien. | 1 | Trois Pistoles. | 1 |
| Montmagny. | 1 | St. Pierre. | 1 |
| St. Michel. | 1 | St. François. | 1 |
| Chaudière Junction. | 1 | Rivière Ouelle. | 1 |
| Lévis. | 2 | Hadlow. | 2 |
| St. Henri. | 1 | St. Moise. | 1 |
| Causapscal. | 2 | Amqui. | 2 |
| Assametquaghan. | 2 | Little Metis. | 1 |
| Millstream. | 2 | Flat Lands. | 2 |
| Ste. Rosalie. | 1 | Drummondville. | 1 |
| Mitchell. | 1 | Forestdale. | 2 |
| Moose Park. | 2 | Chaudière. | 1 |

Two hundred and twelve new switches were put up on the main line during the year.

New telegraph signals were provided at the following stations:—

| | |
|-------------|-------------------|
| Plumsweep. | Brown's Point. |
| Hampton. | Halifax. |
| Richmond. | Harlaka Junction. |
| Forestdale. | Aston Junction. |
| Moose Park. | Mitchell. |

Necessary repairs were made to all semaphores, switches and station telegraph signals throughout the line, where required.

SIDINGS.

During the year 7'01 miles of additional siding accommodation has been provided at different points throughout the line.

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FENCE BUILT BY CONTRACT.

During the year 59'60 miles of Strathy wire fence was built at different points on the line.

FENCE BUILT BY OUR OWN MEN.

40'56 miles new page wire and 5'09 miles of second-hand barbed wire fence were built at different points on the line.

Necessary repairs were made to fences throughout the line.

SNOW FENCES.

There was built during the year 95 rods of stationary snow fence, 10 feet high, and 1,011 rods of portable snow fence.

Necessary repairs were made to snow sheds and snow fences where required.

WHARFS AND TRESTLES.

Repairs.

Point du Chene, wharf.
St. John, ballast wharf.
St. John, coal trestle.
Courtney Bay, breakwater.
St. John, fenders on long wharf.
St. John, flooring at ballast wharf.
St. John, flooring long wharf.
St. John, winter port wharf.
St. John, D. A. R. drop.
Little Forks, cribwork.
Springhill Junction, coal trestle.
Halifax, repairs to pier No. 2.
Halifax, repairs to pier No. 3.
Halifax, repairs to pier No. 4.
Halifax, repairs to pier No. 5.
Halifax, repairs to pier No. 6.
Halifax, repairs to pier No. 7.
Halifax, repairs to pier No. 8.
Halifax, repairs to pier No. 9.
Richmond, coal trestle.
Lock Broom, cribwork.
Tatamagouche, cribwork.
Stellarton, trestle.
Pugwash, wharf.
Pictou, copper crown trestle.
Pictou, cribwork.
Pictou Landing, wharf.
Murphy's, cribwork.
Mulgrave, wharf.
Moir's, cribbing.
Point Tupper, wharf.
Orangedale, cribbing.
Sydney, wharf.
Newcastle, coal trestle.
Newcastle, wharf.

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Indiantown, cribwork.
Lévis, cribwork.
Point Lévis, Princess pier wharf.
Drummondville, coal trestle.

BRIDGES AND CULVERTS.

Repairs. •

Quispamsis, overhead bridge.
Lawlor's, overhead bridge.
St. John, drawbridge.
St. John, Dorchester street bridge.
St. John, bridge long wharf.
Sackville, overhead bridge.
Dorchester, overhead bridge.
Lynches, bridge.
Wentworth, culvert.
Halifax, North street, overhead bridge.
Waverley, bridge.
Dartmouth, culvert.
Haliburton's, bridge.
Tatamagouche, bridge.
French River, bridge.
Waugh's River, bridge.
Dewar's River, bridge.
Wallace River, bridge.
Middle River, bridge.
Pugwash, bridge.
West River, draw.
Pine Tree, bridge.
Sutherland River, bridge.
James River, bridge.
New Glasgow, bridge.
Pomquet, bridge.
New Glasgow, west of, bridge.
New Glasgow, culvert.
Marshy Hope, bridge abutments.
Merigomish, culvert.
South River, bridge.
Afton, culvert.
Orangedale, culvert.
Point Tupper, wharf.
North Sydney, wharf.
Boisdale, east of, culvert.
Beaver Cove, west of, culvert.
Beaver Dam, bridge.
Beaver Dam, culvert.
Caribou Crossing, bridge.
Cleveland, bridge.
Morrison's, bridge.
Christmas Island, culvert.
Cumming's, bridge.
River Denys, bridge.
Grand Narrows, bridge.

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Chatham Junction, culvert.
Moncton, west of, culvert.
Adamsville, culvert
Bathurst, north of, overhead bridge.
Salmon Lake, culvert.
Near Campbellton, culvert.
Near Matapedia, culvert.
Near Causapscal, culvert.
Near Amqui, culvert.
Near Flat Lands, culvert.
Near St. Octave, culvert.
Near Cedar Hall, culvert.
Near St. Moise, culvert.
Near Assametquaghan, culvert.
Trois Pistoles, overhead bridge.
Trois Pistoles, culvert.
St. Henri, bridge.
St. Romuald, culvert.
St. Jean Chrysostome, culvert.
St. Valier, culvert.
Between Hadlow and Chaudière Curve, culvert.
Trois Saumons, bridge.
Ste. Anne, culvert.
Ste. Louise, culvert.
Aston, east of, culvert.
Mitchell, west of, culvert.
St. Nicholas, west of, culvert.
St. Leonard, west of, culvert.
Bagot, culvert.
St. Eugene, $\frac{1}{2}$ mile west of, culvert.
Between St. George and Ste. Rosalie, six culverts.
St. Leonard, east of, two culverts.
Duncan, east of, culvert.
St. Eugene, $\frac{3}{4}$ mile west of, culvert.
St. Leonard, bridge.
Cap St. Ignace, culvert.

BRIDGES AND CULVERTS.

New Work.

McManus', bridge.
Halifax, North street, overhead bridge from high level to power house.
Brown's Point, culvert.
Oxford Junction, culvert.
Point Tupper, culvert.
Iona, west of, culvert.
Derby Junction, southwest Miramichi bridge.
Chatham Junction, culvert.
St. Leonard bridge, west of, culvert.
St. Eugene, $1\frac{1}{4}$ miles west of, culvert.
St. Joseph, overhead bridge.

MASONRY WORK DONE.

Repairs.

Shediac, Secoudouc bridge.
Passekeag, bridge.

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Penobsquis, bridge.
Athol, cattle guards.
Palmer Pond, retaining wall.
Springhill Junction, ash pit.
Springhill Junction, arch culvert.
Between Maccan and Nappan, culvert.
Dorchester Grade, two double box culverts.
Dorchester Grade, open culvert.
Westcock Tank, culvert.
Westcock Tank, 1 mile east of, two cattle guards.
Near Sackville, box culvert.
Folleigh, $\frac{1}{2}$ mile west of, open culvert.
Folleigh, $1\frac{1}{2}$ mile west of, pipe culvert.
Folleigh, $\frac{3}{4}$ mile west of, pipe culvert.
Folleigh, $1\frac{1}{2}$ mile east of, cattle guard.
Athol, 1 mile west, arch culvert.
Sackville, overhead bridge.
Oxford Junction, box culvert.
Oxford Junction, $1\frac{1}{2}$ miles west, box culvert.
Near Oxford Junction, culvert.
Graham's Siding, west of, culvert.
Between Truro and Murray's Siding, culvert.
Elmsdale, west of east semaphore, box culvert.
Millar's brickyard, box culvert.
Between Millar's brickyard and Stewiacke Station, culvert.
Shubenacadie, beam culvert.
Alton, culvert.
McKay's Siding, west of, culvert.
Stewiacke, box culvert.
Dickie's Mill, $\frac{1}{2}$ mile east, arch culvert.
Stewiacke west tool house, culvert.
Stewiacke $\frac{1}{2}$ mile west, arch culvert.
Dewis Siding, $\frac{3}{4}$ mile west, bridge.
Dewis Siding, $\frac{1}{2}$ mile west, culvert.
Dewis Siding, $\frac{1}{2}$ mile west, culvert.
Milford, $1\frac{1}{2}$ miles west of, box culvert.
Lansdown, 1 mile west of, box culvert.
Lantz Siding, east of, culvert.
Spears Siding, $\frac{1}{2}$ mile east of, pipe culvert.
Lorne Siding, $\frac{1}{2}$ mile west of, box culvert.
Truro, track scale.
Brown's Point, culvert.
Tatamagouche, culvert.
Denmark, three culverts.
Pugwash, ash pit.
Pugwash, bridge.
New Glasgow, 59 miles east, box culvert.
New Glasgow, $72\frac{1}{2}$ miles east, beam culvert.
New Glasgow, 72 miles east, beam culvert.
New Glasgow, $59\frac{1}{2}$ miles east, box culvert.
West Merigomish, $\frac{1}{2}$ mile west, culvert.
West Merigomish, 1 mile east, culvert.
Point Tupper, transfer.
North West Miramichi River bridge.
South West Miramichi River bridge.

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Trois Pistoles, $\frac{1}{2}$ mile west of, culvert.
Trois Pistoles, $\frac{3}{4}$ mile west of, culvert.
Isle Verte, $4\frac{1}{2}$ miles west of, culvert.
Montmagny, $\frac{1}{2}$ mile east, bridge.
Montmagny, $\frac{3}{4}$ mile east, bridge.
St. Charles, east of, culvert No. 1.
Chaudiere Curve, east of, culvert No. 7.
St. Charles, east of, culvert No. 10.
St. Charles, east of, culvert No. 11.
St. Valier, west of, culvert No. 3.
St. Valier, station, culvert No. 4.
Montmagny, west of station, culvert No. 1.
Chaudiere Junction, culvert No. 5.
St. Valier Station, culvert No. 5.
Chaudiere Station, culvert No. 2.
St. Valier Station, east of, culvert No. 6.
Chaudiere Junction, 2 miles east of, culvert No. 7.

New Work.

Milford, $1\frac{1}{2}$ miles west of, retaining wall.
Kinsack, $\frac{1}{2}$ mile east of, pipe culvert.
Chaudiere Junction, track scales.

Alterations.

Anagance, culvert.
Penobscuis, culvert.
Athol, culvert.
Aulac, Etter aboideau.
Sackville, cattle guard torn down and culvert built.
Sackville Crossing, cattle guard torn down and box culvert built.
Elmsdale, retaining walls.
St. Charles, bridge.

Masonry.

Hilden Station, chimney foundation.
Villeroy, putting foundation under agent's dwelling house.
DeLotbinière, repairs to cellar under station.
St. Cyrille, repairs to cellar under station.
St. Wenceslas Station, putting foundation under.

Painting.

Jackson's bridge.
Campbell's bridge.
Leitches Creek bridge.
Balls Creek bridge.
Sydney River bridge.
Trois Pistoles bridge.
Grand Bic bridge.
Gilmores Brook bridge.
Clark's Brook bridge.
Sayabec bridge.
McKinnon's Brook bridge.
Nepisiguit River bridge.

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Little River bridge.
Middle River bridge.
Tetagouche bridge.
Grant's Brook bridge.
Nashes Creek bridge.
Nigadoo bridge.
Eel River bridge.
Louison's Brook bridge.
Nashes Creek bridge.
Millstream bridge.
Trout Creek bridge.
Milner bridge.
Sackville, bridge.
North West Miramichi Bridge.
Murphy's 'Truss' bridge.
Murphy's roll beam deck girder, bridge.
Murphy's deck plate girder, bridge.
Yankee Grant's bridge.
St. Croix bridge.
Big Bog bridge.

BUILDINGS AND PLATFORMS.

Repairs.

St. John, shed on long wharf.
St. John, platform, ballast wharf.
St. John, platform, Wall Street bridge.
St. John, skylights, train shed.
St. John, Mill Street crossing.
St. John, bumper, No. 5 shed.
St. John, coal shed.
St. John, boat house.
St. John, tenement house.
St. John, shed on ballast wharf.
St. John, train shed floor.
St. John, freight shed floor.
St. John, door No. 2 shed.
St. John, shutters in waiting room.
St. John, Mill Street crossing gates.
St. John, drop No. 9 shed.
St. John, round house roof.
St. John, doors freight sheds.
St. John, freight shed No. 1.
St. John, freight shed No. 9.
Coldbrook, platform.
Torryburn, hand car house.
Torryburn, platform.
Riverside, station platform.
Rothsay, coal house.
Rothsay, station.
Rothsay, station shingled.
Rothsay, station platform.
Armstrong's, platform.
Quispamsis, station platform.
Model Farm, platform.

Jubilee, platform.
Nauwigewauk, station.
Nauwigewauk, platform.
Hampton, freight house.
Hampton, station.
Hampton, platform.
Passakeag, platform.
Bloomfield, station.
Apohaqui, platform.
Sussex, platform.
Sussex, station.
Plumweseep, platform.
Penobsquis, platform.
Penobsquis, station.
Penobsquis, freight house.
Anagance, station.
Anagance, freight house.
Anagance, cattle-pen.
Petitcodiac, platform.
Petitcodiac, station.
Boundary Creek, station.
Boundary Creek, platform.
Moncton, ice house.
Moncton, coal boxes.
Moncton, cattle shed.
Moncton, battery room door.
Moncton, machine shop floor.
Moncton, platform at check office.
Moncton, coal shed.
Moncton, cottages Nos. 3, 4, 5, 6, 7, 8, 10 and 11.
Moncton, round houses.
Moncton, general offices.
Moncton, freight house.
Moncton, erecting shop floor.
Moncton, switchman's shanty.
Moncton, cottages 2, 9 and 12.
Moncton, electric building floor.
Moncton, pit in erecting shop.
Moncton, station.
Moncton, station platform.
Moncton, freight house platform.
Moncton, check office.
Moncton, old station building.
Moncton, sidewalk.
Moncton, cottage.
Moncton, oilers shanty.
Moncton, sidewalk Barton's shop.
Shediac, platform.
Pt. du Chene, agent's dwelling.
Pt. du Chene, freight house.
Painsec Junction, freight house door rollers.
Painsec Junction, station.
Calhouns, freight shed.
Calhouns, W.C.
Calhouns, station.

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Memramcook, freight house door rollers.
Memramcook, platform.
College Bridge, platform.
College Bridge, station.
Upper Dorchester, station.
Dorchester, station.
Evans, station.
Sackville, platform.
Aulac, handcar house.
Fort Lawrence, loading platforms.
Amherst, loading platform.
Nappan, loading platform.
Maccan, freight shed.
Springhill Junction, platform.
River Philip, freight shed.
Oxford Junction, platform.
Thomson, cattle pen.
Greenville, platform.
Greenville, freight shed.
Greenville, cattle pen.
Wentworth, platform.
Wentworth, station.
Folleigh, station.
Folleigh, dwelling apartments.
Londonderry, tank house.
Truro, freight house.
Truro, station.
Truro, blacksmith shop.
Truro, woodshed
Truro, round house.
Truro, doors express building.
Truro, doors mail room.
Truro, doors car shop.
Truro, roof of oil store.
Truro, platform.
Hilden, platform.
Hilden, station.
Brookfield, cattle pen.
Shubenacadie, w.c.
Shubenacadie, platform
Shubenacadie, office and waiting room doors.
Dewis Siding, flag station.
Milford, platform.
Milford, station.
Elmsdale, kitchen roof.
Elmsdale, cattle pen.
Elmsdale, coal house and baggage room.
Enfield, station ticket window.
Oakfield, cattle pen.
Oakfield, loading platform.
Windsor Junction, platform.
Windsor Junction, station.
Dartmouth, station.
Bedford, station.
Rockingham, station.

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Richmond, cattle pens and gates.
Richmond, cattle shed.
Richmond, coal chute and trestle.
Richmond, machine shop roof.
Richmond, car shop.
Richmond, roof blacksmith shop.
Richmond, Norris house.
Richmond, coal shed.
Richmond, grain elevator.
Richmond, coal drop.
Richmond, car cleaning shed.
Richmond, floors and pit timbers in round house.
Fairview, flag station.
Fairview, erected old Rockingham station.
Fall River, platform.
Deep water terminus, coal drop and chute, pier No. 4.
Deep water terminus, roof shed No. 1.
Deep water terminus, sheds Nos. 2, 3 and 4.
Deep water terminus, elevator.
Deep water terminus, loading platform.
Deep water terminus, coal shed and chute.
Halifax, North street station.
Halifax, car cleaning shed.
Halifax, tower train shed.
Halifax, water tank, North street.
Halifax, train shed.
Halifax, shed pier No. 4.
Halifax, power house.
Halifax, train shed skylights.
Halifax, shed doors piers 3 and 4.
Halifax, coal shed.
Halifax, doors sheds 1 and 2.
Halifax, car shed floor.
Halifax, cattle pen platform.
Halifax, North street head house.
Valley, cattle pen.
Union, station.
Riversdale, station doors.
West River, loading platform.
West River, station.
West River, coal shed.
West River, freight house.
Lansdown, station.
Lansdown, freight house.
Eureka, platform.
Ferrona Junction, station windows.
Waverly, platform.
Dartmouth, station.
Dartmouth, dwelling house.
Dartmouth, platform.
Dartmouth, freight house.
Pugwash Junction, station.
Pugwash, ash pit engine-house.
Wallace, freight shed.
Wallace, platform.

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Melagaash, platform.
River John, station.
Meadowville, loading platform.
Scotsburn, cattle pen.
Scotsburn, station.
Scotsburn, loading platform.
Westville, freight shed room.
Westville, platform.
Pictou, cattle pen.
Pictou, ash pit in engine-house.
Pictou, freight shed.
Pictou, down spouting.
Pictou, ice house.
Pictou, baggage-room.
Stellarton, station.
Stellarton, platform.
Stellarton, scale house.
Stellarton, coal chute.
Stellarton, freight shed.
Lourds, station.
New Glasgow, freight shed.
New Glasgow, superintendent's office.
New Glasgow, platform.
New Glasgow, station.
New Glasgow, bonded warehouse.
Woodburn, coal shed.
Woodburn, station.
Merigomish, station.
Piedmont, station.
Avondale, cattle pen.
Avondale, station.
James River, station.
James River, platform.
James River, cattle pen.
Antigonish, water closet.
Antigonish, station platform.
South River, coal box.
Pomquet, station.
Bayfield, cattle pen.
Bayfield, station.
Tracadie, cattle pen.
Har. au Bouche, platform.
Har. au Bouche, cattle pen.
Pirate Harbour, engine shed.
Mulgrave, platform.
Mulgrave, baggage room.
Mulgrave, freight house.
Trenton, freight house.
Trenton, station.
Trenton, platform.
McIntyre's Lake, platform.
West Bay Road, station.
West Bay Road, platform.
Orangedale, station.
McKinnon's Harbour, platform.

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Grand Narrows, station flooring.
McPhee's, station.
Boisdale, platform.
North Sydney, station.
Leitche's Creek, station.
Hawkesbury, shelter.
Sydney, freight shed.
Sydney, station.
Sydney, platform.
Berry's Mills, cellar.
Canaan, platform.
Canaan, station.
Coal Branch, cellar.
Orangeville, freight platform.
Adamsville, loading platform.
Adamsville, station platform.
Adamsville, waiting room.
Harcourt, cellar.
Kent Junction, station.
Rogersville, freight house platform.
Chatham Junction, station.
Chatham Junction, freight house platform
Chatham Junction, station platform.
Derby Junction, platform.
Millerton, loading platform.
Parker's, platform.
Newcastle, freight house platform.
Newcastle, freight shed.
Newcastle, coal shed.
Newcastle, blacksmith shop.
Newcastle, shanty cars.
Newcastle, loading platform.
Newcastle, round house.
Indiantown, station.
Indiantown, platform.
Indiantown, engine shed.
Beaver Brook, station.
Beaver Brook, tank house.
Bartibogue, station.
Red Pine, pump house.
Gloucester Junction, platform.
Bathurst, station.
Petite Roche, platform.
Elm Tree, station platform.
Belledune, loading platform.
Belledune, station.
Hodgins, loading platform.
Jacquet River, tank house.
Jacquet River, tool house.
Jacquet River, platform.
Nashes Creek, station.
New Mills, tool house.
New Mills, station.
Dickies, shelter.
Charlo, platform.

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Charlo, cellar floor.
Charlo, tank house.
Dalhousie Junction, station.
Dalhousie Junction, tank house.
Dalhousie Junction, loading platform.
Dalhousie Junction, station floor.
Dalhousie, water closet.
Dalhousie, coal shed.
McLeod's, loading platform.
Campbellton, coal shed.
Campbellton, station.
Campbellton, loading platform.
Campbellton, wood shed.
Campbellton, engine house.
Campbellton, carpenter shop.
Campbellton, agent's dwelling.
Campbellton, freight house.
Campbellton, station platform.
Campbellton, window express office.
Campbellton, Canadian express office.
Campbellton, conductors' room.
Campbellton, ice house.
Campbellton, trackmaster's office.
Campbellton, round house.
Campbellton, car shop floors.
Campbellton, machine shop floors.
Shive's siding, passenger platform.
Moffats, station platform.
Matapedia, freight shed.
Matapedia, agent's house.
Matapedia, station cellar.
Matapedia, station platform.
Matapedia, snow shed.
Matapedia, foreman's house.
Matapedia, station doors.
St. Alexis, station.
Millstream, station platform.
Assametquaghan, station platform.
Assametquaghan, tank.
Assametquaghan, snow chute.
Causapscal, station platform.
Causapscal, coal shed.
Causapscal, station.
Salmon Lake, station.
Salmon Lake, station platform.
Amqui, station platform.
Amqui, station.
Amqui, tool house.
Cedar Hall, station.
Cedar Hall, tank.
Cedar Hall, station platform.
Sayabec, station.
Sayabec, freight shed doors.
St. Moïse, station.
Little Metis, snow shed.

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Little Metis, station platform.
Little Metis, station.
St. Octave, station seats.
Ste. Luce, station.
Ste. Flavie, station platform.
Ste. Flavie, machine shop.
Ste. Flavie, switchman's shanty.
Ste. Flavie, round house.
Ste. Flavie, freight house.
Ste. Flavie, station.
Rimouski, station platform.
Rimouski, station.
Sacré Cœur, station.
Sacré Cœur, station platform.
Bic, watchman's shanty.
Bic, station.
St. Fabien, station.
St. Simon, station.
St. Simon, station platform.
Trois Pistoles, platform.
Trois Pistoles, station.
St. Eloi, freight shed.
St. Eloi, station.
Isle Verte, station platform.
Isle Verte, station.
Cacouna, station platform.
Rivière du Loup, coal shed.
St. André, station.
Ste. Hélène, station platform.
Ste. Hélène, station.
Dessaint, cattle pen.
St. Paschal, station.
St. Philippe, station platform.
St. Pacôme, loading platform.
Rivière Ouelle, water closets.
Rivière Ouelle, station platform.
Rivière Ouelle, handcar house.
Ste. Anne, coal shed.
Ste. Anne, station platform.
Ste. Louise, station platform.
St. Jean Port Joli, station.
L'Islet, station platform.
Cap St. Ignace, station floor.
Montmagny, station.
St. Valier, tank.
St. Valier, station.
Chaudière Junction, car repairer's shop.
Chaudière Junction, agent's office.
Chaudière Junction, transfer shed.
Chaudière Curve, station platform.
Lévis, freight office.
Lévis, station.
Quebec, baggage room.
Pt. Levi, floor Rouleau's house, Chapman property.
Pt. Levi, floor Bernier's house, Chapman property.

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Hadlow, ash pits
 Hadlow, round house.
 Hadlow, coal shed.
 Chaudière, station.
 St. Nicholas, station.
 Laurier, storm doors for car top (agent's dwelling).
 De Lotbinière, storm doors on station.
 Villeroy, storm doors on station.
 Villeroy, agent's dwelling.
 Moose Park, station platform.
 Forestdale, fitted up boxcar for agent.
 St. Monique, freight shed.
 Aston Junction, fitted up box car for agent.
 Nicolet, station platform.
 Mitchell, water closets.
 Mitchell, station platform.
 Drummondville, platform.
 St. Germain, putting up storm doors.
 St. Germain, station doors.
 St. Eugene, station doors.
 St. Eugene, putting storm doors on agent's dwelling.
 Bagot, station doors.
 St. Cyrville, platform.
 St. Cyrville, freight shed.

BUILDINGS AND PLATFORMS.

New Work.

St. John, boat house.
 St. John, frost-proof water tank.
 St. John, cabinet for No. 9 shed.
 St. John, trap door No. 9 shed.
 St. John, fence in No. 7 shed.
 St. John, shelves in newsroom.
 St. John, frames for blue prints.
 St. John, cabinet for office, King street.
 Quispamsis, handcar house.
 Nauwigewauk, windows in station.
 Brookville, verandah at station.
 Brookville, station sheathed.
 Torryburn, handcar house.....
 Sussex, platform.
 Anagance, gates for cattle pens.
 Boundary Creek, closet.
 Boundary Creek, coal shed.
 River Glade, new closet.
 River Glade, coal shed.
 Moncton, platform at paint shop.
 Moncton, passenger platform.
 Moncton, cupboard in yardmaster's office.
 Moncton, new floor in master mechanic's office.
 Moncton, blue print room in mechanical department.
 Moncton, sidewalk from machine shop to check office.
 Moncton, case in auditor's office.
 Moncton, check office.

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Painsec Junction, shanty for trackmen.
Athol, tool house.
Londonderry, coal house.
Richmond, windows in office shed No. 3.
Richmond, water closet.
Richmond, grain elevator conveyor chutes.
Halifax, platform, North street station.
Halifax, overhead truss from power house to retaining wall.
Halifax, table telegraph office.
Halifax, customs office in shed, pier No. 2.
Graham Siding, platform.
Elmsdale, shelves, baggage room.
Lantz, platform.
Malcolm's, platform.
Valley, down spouts on station.
Dewis Siding, loading platform.
Enfield, coal bin.
Truro, customs office in freight shed.
Dartmouth, shelving in station.
Dartmouth, coal bin.
Windsor Junction, kitchen in dwelling.
Brown's Point, platform.
Pictou, winter landing.
Pictou, freight shed platform.
Pictou, office in freight shed.
Pictou, w. c. in engine house.
Tracadie, frost-proof building.
Merigomish, station platform.
Trenton, station platform.
Woodburn, coal shed.
Sutherland's Crossing, platform.
North Sydney, customs ware-room and office.
Christmas Island, platform.
Christmas Island, shelter.
Cleveland, platform.
Sydney, ice chutes.
Newcastle, dry closets.
Summit, shelter.
Campbellton, office, Canadian Express Company.
Campbellton, counter for express office.
Campbellton, cupboard for trackmaster's office.
Campbellton, fitting up shanty car.
Matapedia, platform.
Matapedia, coal and oil house.
Matapedia, barn for agent.
Matapedia, seats waiting room.
Matapedia, desk for station.
Moffat's, storm windows.
Flat Lands, porch agent's dwelling.
St. Alexis, station windows.
Amqui, tool house.
Causapsca, fitting up shanty car.
St. Moise, porch foreman's dwelling.
St. Moise, storm windows.
St. Octave, porch agent's dwelling.

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Metis Bridge, tank.
Metis Bridge, pump house.
Ste. Luce, hand-car house.
St. Anaclet, tank.
St. Eloi, freight shed extended.
Isle Verte, tank.
St. Arsene, coal shed.
Oacouna, coal shed.
St. Andre, loading platform.
St. Andre, new sink in station.
Lévis, temporary baggage room.
Lévis, telegraph table.
Lévis, sheathing towers new station.
Lévis, shelter on engine 192.
Lévis, sheathing in mail-room and baggage-room.
Lévis, made telegraph table for Moose Park.
Point Lévis, wood shed.
St. Charles, cattle pen.
Forestdale, car house.
Moose Park, car house.
Villeroy, platform.
Aston, car house.
Aston, extended station platform.
Laurier, extended platform.
Mitchell, telegraph table.
Forestdale, fitted up box car for agent.
St. Wenceslas, water closets.

BUILDINGS AND PLATFORMS.

Alterations.

Halifax, engine shed and buffer, North street.
Halifax, grain elevator conveyor chutes.
Rockingham, taking down station.
Merigomish, fitted up box car for baggage room.
Newcastle, round house.
Campbellton, baggage master's office.
St. Octave, making dwelling out of old station.
Rivière Ouelle, moving hand-car house.
Montmagny, moving buildings.

Painting.

Mines Road, station.
McIntyre's Lake, station.
Sydney, station.
Lansdowne, station.
Pictou, station.
Mulgrave, baggage room and express office.
Rivière du Loup, station.
St. Moise, new part of station.
Causapsca, interior of station.
Causapsca, freight house.
Nashe's Creek, station.
Charlo, station.
Apohaqui, station.

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Coldbrook, station.
 Salisbury, station.
 Armstrong's, station (flag).
 Nauwigewank, station.
 Derby Junction, station.
 Painsec Junction, station.
 Greenville, roof of station.
 Greenville, roof of freight house.
 Thomson, station.
 River Philip, roof of station.
 Amherst, station.
 Amherst, roof of freight house.
 College Bridge, station.
 Truro, station.
 Hilden, station.
 Dartmouth, station.
 Dartmouth, freight shed.
 Waverly, station.

GENERAL.

New buffers were made and set up at different points on the line where required.
 Repairs were made to crossings at various points on the line where required.
 Gates and cattle-guards were repaired and renewed throughout the line where necessary.

Necessary glazing was done and new glass put in where required. Repairs were made.

A number of old box car tops were repaired and fitted up during the year for hand-car and tool houses.

Ladders for buildings and semaphores were provided where required along the line.
 Outhouses and approaches to public road crossings were whitewashed where necessary.

The new sluiceway, which was commenced last year at Etter's Aboideau, has been completed.

Turntables have been repaired throughout the line where required.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

J. E. PRICE, Esq.,
 General Superintendent,
 Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER,
 MONCTON, N.B., September 13, 1904.

SIR,—I have the honour to submit the following report on capital account expenditures for the fiscal year ending June 30, 1904:—

To increase accommodation at Sydney.

The new freight shed at York street was completed. New building for car repair shop was constructed and necessary grading for site and approach thereto done

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and tracks laid and ballasted. Plans and specification were prepared and tenders were asked for a coal house with hoisting machinery. Plans and specification were also prepared for new passenger station. Concrete floor completed in engine house. Water service was extended, water being connected with new tank, and filling in and grading around foundation of tank. Twelve-inch main pipe was extended through yard, and one fire hydrant and two stand pipes put in. New tank was painted, and upright pipes inclosed in frost-proof box. A new ash pit was put in near engine house. Partition built in hot well at engine house. Additional land was purchased between York and Ferry streets for new site for freight sheds, which are to be moved from new station site.

Original construction.

Under this vote, amounts were paid for land from A. McDonald, at Dartmouth; W. A. Patterson, DeBert; Esther McLean, Long Island, C.B.; Summer Company, red pine; F. Wood and W. T. Pipes, O. & N. G. Ry. An amount was paid H. Paint for damages for closing crossing, and amounts were paid for legal expenses in connection with the above and other cases.

To strengthen bridges.

The following spans, purchased last year, have been put in place: Lydia brook, two spans 25½ feet; Scott's public crossing, one span 30½ feet; Shubenacadie bridge, one span 26½ feet; Rawdon river, two spans 31½ feet; Meadow Brookfield, two spans 22 feet; Ellis brook, one span 23 feet; Elmsdale, one span 21 feet. The following spans have been supplied and put in place: St. Joseph street, Government street, Pomquet, Pollet river, Trout creek, Passekeag, Moosehorn, St. Francis river, Bible hill, McManus' mill, Little Elm Tree, Fournier's, Beaver river, Canal, McDermid's, Hilden station, Lydia brook fifth crossing, and Charlo river. North and south crossings partly in. The following spans have been delivered, but not yet put in: New Glasgow under-crossing, Perkins', Chisholm's, Riversdale, North river, South Cocaigne, Buctouche, South coal branch, Red Pine brook, Gordon's St. Alexis, Tobogote, West Tobogote, Cedar Hall, St. Moise, St. Moise tank, Ste. Flavie No. 1, Ste. Flavie No. 2, Ste. Luce No. 1, Ste. Luce No. 2, Ste. Luce No. 3, St. Anaclet, Bic, St. Fabien No. 1, St. Fabien No. 2, Trois Pistoles, Isle Verte, Halifax, under crossing, Torryburn, Brookville public crossing and Morton's mill race. The following bridges have been doubled up: Moffatt's, seven spans started last year, completed; Rimouski, five spans; Bartibogue, one span; Belledune, three spans; Elm Tree and Benjamin river, three spans now being done. Bed-plates and rollers were put under Nepisiquit river bridge, which was doubled up last year. In connection with putting in and doubling up the above bridges, temporary sidings were put in at several places and charged to this account. The necessary addition to and changes in masonry, required in connection with the above work was also done.

To increase accommodation at Lévis.

The iron work and roofs of two covered platforms were erected in place complete, and an overhead bridge supplied but not erected. Extensive concrete foundations were put in for above. A new building was erected for baggage, heating plant, &c. A temporary heating plant with steel stack was put in. Outstanding claims for land and damages were settled. A quantity of material for the concrete platforms has been supplied. The baggage building was supplied with electric lights.

Part of the freight shed was moved and placed with the old station building, which will be used for freight business. A boiler plant, with induced draft plant has been purchased and will be installed in the new baggage and heating building. A quantity of hose for fire protection was purchased and installed in the station and other buildings.

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Increased accommodation at Stellarton.

The water service was extended and two stand pipes purchased and put in. New building for car repair shop erected. Also new building for storing wrecking crane. Plans and specification were prepared for a new passenger station and tenders asked on same.

Part of the yard was rearranged and some new tracks laid.

New superstructure for Restigouche bridge.

Metal work for the five spans has been supplied and two spans erected complete in place. Work has been resumed after the spring freshets and the erection of the balance of spans is well under way.

New superstructure for south-west Miramichi bridge.

The work of erecting the balance of the spans which remained over at the first of the year, has been completed, and the whole bridge is completely renewed and up to date. The old spans from this and the north-west Miramichi bridge have been transferred to Prince Edward Island Railway, and credit given this vote for same.

Improvements at Point Tupper.

The balance of the track-laying in the new freight yard was completed and material was supplied for a coal shed.

Yard for freight business at Rivière du Loup.

The track-laying for which the grading was done last year was completed.

To extend freight car repair shop at Moncton.

An extension of 345 feet by 78½ feet has been made to the freight car repair shop, and all work in connection therewith completed.

Engine house, machine shop, car shop, stores, office at Rivière-du-Loup.

A large piece of land was purchased at the west end of the yard at Rivière-du-Loup, and contract let for the erection thereon of a 24 stall engine house with annex, also turntable foundation and ringwall. Work on these buildings is underway, the foundations being all in and walls started. A quantity of track has been laid in connection with the above. Tenders have been asked for boiler plant for the heating of the buildings.

Engine house, &c., at Chaudière Junction.

The work on the 18 stall engine house and annex, also on a brick building for machine shop, has been completed and a hot air heating plant installed.

Increased accommodation at St. John.

The work on the new 100,000 gallon elevated tank has been completed and connected up with the city water service, and pipes laid from the tank through the yard to stand pipes, which have been set up at several points. The new 18 stall engine house with annex has been completed and hot blast heating plant installed. Contract was awarded for a brick building for stores, offices, &c., and work started.

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A 30-ton gantry crane was purchased for hoisting heavy freight, but not yet erected.

Several outstanding amounts for land purchased and land damages and legal expenses in connection with same were paid. Some track laying was done.

To increase accommodation at Halifax.

The property lying between the elevator property and Cornwallis Street in Water Street was purchased for the extension of the tracks through the elevator.

Work was completed in connection with installing heating, air and power plant at North Street station. Work on improvements to station was carried on.

Creosoted piling and hard pine for a pile wharf at pier No. 9 was purchased and delivered and sorted on the ground. Creosoted sheathing, square timber and round logs for a quay wall west of pier No. 9 has been ordered and partly delivered on the ground.

Contract has been let for the erection of the pile wharf, and plans have been prepared and tenders will be asked shortly for the quay wall. Some dredging has been done on the sites of the new pile wharf and quay wall.

The following additional track has been laid :—

Young Street siding extended east 224 feet.

No. 2 siding D. W. T. extended east 124 feet.

No. 10 car siding, Richmond, extended 429 feet.

Youlds siding extended 75 feet.

New track No. 6, pier 400 feet.

New platform and a culvert has been made at postal building, North Street station.

A bridge from the station to the power-house has been built, and interior of building for power plant fitted up.

Two concrete platforms were laid at the car cleaning shed.

New drain put in at head house, North Street station.

New shelving in Pullman supply department.

Moved and erected loading platform at D. W. T.

Plans have been prepared for a 30 stall engine house.

Some outstanding amounts for land taken and damages have been paid, also legal expenses.

To increase accommodation at Pictou.

Plans were prepared and considered in connection with several proposed sites for new passenger station.

Improvements at North Sydney.

Dredging was carried on at the extension of the wharf, and berths provided for large steamers. A freight shed 120 feet long was built on the extension of the wharf, forming an extension of the freight shed on the original wharf.

Plans were prepared for moving and extending freight sheds at North Sydney station.

Building a spur line of railway from I.C.R. station at Rivière Ouelle to the wharf on the St. Lawrence.

The ballasting, &c., of the branch, which was started last year, was completed, and wharf at St. Dennis prepared to carry trains.

Stations were built at St. Dennis wharf and Letellier, freight shed at St. Dennis wharf and an engine house at Rivière Ouelle station.

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To increase accommodation at Moncton.

The extension of the brick car shop 200 feet x 75 feet was completed, also the erection of the coal-handling plant. Check office was moved to re-arrange approach tracks to brick car shop extension.

The new water tube boiler plant was completed and the building over it finished.

A building was erected at the station for car service offices with rooms for conductors, also their outfit boxes and the express companies' transfer business. A new electric lighting plant was procured and partly installed in the power-house.

Part of yard was re-arranged on account of extensions to car shop and at transfer shed. Water service was also rearranged and extended.

New gas holders were provided at the Pinestch gas plant.

Electric lighting was installed in the following buildings :—

Extension to blacksmith shop, coal-handling plant, extension to brick car shop, and the offices and conductors' rooms building at station.

A new dry house was provided near the boiler plant.

In the upper part of the station, the partitions and rooms were re-arranged. At the restaurant, a kitchen and cellar were provided. A new freight transfer shed was erected, 580 feet long by 18 feet wide.

Improvements at St. Alexis.

An extensive breastwork was built along bank of river at station, to provide loading ground and a guard railing provided. Roadway was diverted.

Dwelling for agent at Eel river.

The dwelling was built by contract and the ground around it graded by the railway department.

Increased accommodation at Amqui.

Plans and specifications were prepared for a new station, and tenders asked. Some grading was done for new yard.

Increased accommodation at Ste. Flavie.

Some additional land was purchased and plans and specifications prepared for a 12-stall engine house and annex. A contract was let for them. Work is now well under way. Tracks to the sites of these buildings have been laid. Plans and specifications have been prepared for a building for stores, offices, &c., and tenders asked for same. Tenders have also been asked for boilers for the heating plant for these buildings.

Towards improving ferry service at Strait of Canso.

Legal services in connection with salvage of ss. 'Scotia' were paid. Electric lighting plants, including additional boilers, &c., were provided at the terminals at Mulgrave and Point Tupper. A quantity of timber, logs, &c., were provided for a guard pier at Point Tupper, and plans and specifications prepared and tenders asked for same.

Improvements at Nicolet.

Seating was provided for a new station. New water-closets were provided and a new station platform built.

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Increased accommodation at Truro.

Plans and specifications were prepared for a 30-stall engine house and surveys made of several proposed sites for same.

Improvements at Little Métis station and diverting public road.

A strip of land was purchased and a diversion of the public road from station to village graded thereon.

To increase water supply.

Surveys were made for extension to water supplies at Piedmont and Bayfield road. Land was purchased for the extension at Piedmont and a steam pump purchased for Bayfield road. Wells were provided at Ste. Helene, Ste. Rosalie and Moose Park.

Double tracking parts of line.

The work of double tracking the line between Richmond and Rockingham, including ballasting and track laying $2\frac{1}{2}$ miles, has been completed, and trains between Rockingham and North street station, Halifax, are handled on double track, 4'07 miles. A contract has been let for grading a piece of line between Bedford Bridge and Windsor Junction, and work is well advanced. Plans are being prepared for grading a further portion of the line to connect the two above mentioned parts, viz., between Rockingham and Bedford, including a diversion at Birch Cove, and tenders for the work will be asked at an early date.

Protection to Grand Narrows bridge.

A quantity of stone ballast was provided to make holding for piling, to be driven at protection piers. Creosoted sheathing and timber, logs, &c., were provided and plans and specifications prepared for an extension to the guard pier. Tenders for these will be asked shortly.

New freight shed at Develuyville.

The freight house has been provided.

New Glasgow, extension to freight shed and crane for loading platform.

A 15-ton crane has been purchased but not yet placed. Surveys made and plans prepared for an extension of the freight shed.

Matapedia, new station and other improvements.

The new station was completed and provided with seating, &c. A small building was provided for oil and fuel and a building for a barn for agent. The platform at station and freight shed was extended.

Steel rails and fastenings.

During the year, new rails were laid as follows:—

14'53 miles, 110 lb. in main line.

145'16 miles, 80 lb. in main line.

2'70 miles, 80 lb. in leads.

These rails were replacing 58 and 67 lb. rails.

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Dredging at Point Tupper—To pay M. Connolly interest on \$61,429.07, and \$16,424.09 at 6 per cent.

Payment has been made M. Connolly for the amount claimed.

To compensate Anchor Line for salvage services to ss. 'Scotia.'

Payment has been made the Anchor Line for the amount claimed.

To dredge and blast rock at deep water terminus, Halifax.

Blasting and dredging was carried on in dock between piers Nos. 3 and 4 to give a depth of 30 feet at low water, in berth at pier No. 3.

The following sidings have been put in:—

The following sidings have been put in:—

| | |
|-------------------------------------------------------|---------------|
| Siding at Iona to wharf. | 700 ft. long. |
| " Belledune | 2,938 " |
| " Clark's Brook. | 1,899 " |
| " Cedar Hall. | 1,500 " |
| " Chatham Junction. | 2,585 " |
| " Milford. | 800 " |
| " Windsor Junction. | 575 " |
| " Russells (Red Pine and Bartibogue) . . . | 3,437 " |
| " Jacquet River. | 2,808 " |
| " St. Moise. | 2,830 " |
| " Kennedy's (Assametquaghan and Mill-stream). | 2,569 " |
| " Busby (Bartibogue and Beaver Brook. . . | 3,213 " |
| " Ste. Anne, extended. | 2,300 " |
| " Pomquet, extended. | 592 " |

Increased accommodation and facilities along line.

The following work was done under this vote:—

At Montmagny, the section tool house was moved and a cattle pen built. Existing freight shed moved, raised and enlarged.

At Nappan, the freight shed was extended.

At Amherst, the freight shed was extended and a quantity of material supplied for extending the water service.

St. Michael, station enlarged and freight shed provided.

Ste. Hélène, station and freight shed provided.

St. Moise, freight shed moved and extended.

Kempt, contract for new station let and work well under way.

Ste. Rosalie, new buildings provided for station and freight shed, and additional land purchased.

St. Cyrille, plans were prepared for a new freight shed.

Painsec Junction, freight shed extended.

St. Pascal, plans prepared for additional station accommodation.

Aston Junction, a section house for three families built, and small frost-proof buildings, coal houses and privies provided.

Moose Park, a section house for three families built, and small frost-proof buildings, coal houses and privies provided, and a piece of land purchased.

Petite Roche, station and dwelling apartments were enlarged.

Harbour au Bouche, station extended and enlarged.

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Pomquet, station extended.

Tracadie, plans prepared for an addition to station.

Antigonish, plans prepared for a proposed station.

Eureka, station extended and enlarged.

Avondale, freight shed extended.

St. Pacôme, a new freight shed built.

Sackville, plans prepared for station improvements.

Brookfield, station extended and enlarged.

Salmon Lake, contract let for station, additional land purchased, work partly done.

St. Léonard Junction.—Contract let for station and agent's dwelling, and work partly done.

Chaudière, plans prepared for new station.

Rimouski, new freight shed built and station accommodation improved.

Bathurst, plans prepared for toilet accommodation, drain and cesspool.

Springhill Junction, station rearranged and enlarged.

Pirate Harbour.—Plans and specifications were prepared for a new engine house and building for stores and offices, and tenders asked for same.

Bayfield Road, new station provided.

St. André, extension of siding at.

The extension has been made.

Freight houses at Elgin Road, L'Anse à Giles and Trois Saumons.

These buildings have been provided.

St. Charles Junction, bore hole for water supply.

Work on this bore hole has been done.

Campbellton, siding on wharf at.

This siding has been put in.

Sussex, platform, extension of, militia siding.

The extension of platform has been made.

Springhill Junction, bore hole for water supply.

Work on this bore hole has been done.

Siding at Pictou Landing.

A siding from Pictou Landing station to shipping pier has been graded under contract and tracks laid.

To purchase power-saw for sawing rails.

A machine for this purpose has been purchased.

PRINCE EDWARD ISLAND RAILWAY.

MURRAY HARBOUR BRANCH.

The grading, structures, &c., between Mutch's Point and Murray river have been completed and all track laid and the line ballasted, with the exception of a short portion at Mutch's Point end. The contract has been let for the buildings and platforms, and the work is well under way. That portion of the line between Murray river and Murray harbour is being graded, and the work is well advanced.

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HILLSBOROUGH RIVER BRIDGE.

Substructure.

North approach.—During the year 83 cribs have been placed along the toe of the slope, making the total number 151. There remains about 25 more to be built and placed to complete this work. A steam shovel has arrived, and will in a few days be placed at work in a borrow pit situated on the main line about $1\frac{1}{2}$ miles from Charlottetown. The material will be transported by locomotives and cars to complete the embankment. A trestle has been built by the contractor extending from the shore to the north abutment for the purpose of doing this work.

Abutment A.—The foundation of this abutment was prepared by the pneumatic process. After the site had been bored and blasted, the material down to an elevation of 54.5 was removed by the dredge. The caisson was towed to the site on September 12, 1903, and the timber work completed there; it was finally placed in its position on October 12. Concreting was begun on September 23, and completed on October 17. Air was put on November 6, and the excavation completed on the 16th, when filling the pneumatic chamber with concrete began. This was completed on the 19th. The shoe finally resting at an elevation of 42.92. Stone masonry was begun November 22, and completed on December 9. The space outside the caisson due to dredging has been partly filled with mud. The completing of the mud protection, the riprapping and some pointing remain to be done.

Pier 3.—The stone masonry on this pier was completed July 14.

Pier 5.—Stone masonry was completed on this pier July 18.

Pier 6.—The foundation for this pier was prepared by the pneumatic process. The site was first bored and blasted and the material removed by the dredge to an elevation of 14.00. The caisson was towed to the site on Aug. 24, and grounded in position on Aug. 29. The concrete in the body of the pier was completed on Sept. 10. Air was put on Sept. 18, and the pneumatic excavation completed Oct. 6, the shoe resting at an elevation of 7.37. The concrete in the air chamber was completed on Oct. 11. The stone masonry pier was begun Oct. 15, and completed on the 28th. The space outside the caisson in consequence of the dredging, has been filled with mud to the original bed of the river. The riprapping yet remains to be done.

Pier 7.—The foundation for this pier was prepared by the pneumatic process. The site being bored and blasted, the material was removed by dredging down to an elevation of 7.20. The caisson was moved to its site July 31, and was grounded and placed in position Aug. 6. The concrete in the body of the pier was completed on Aug. 19. Air was put on Oct. 12, and the excavation completed Oct. 28. Filling the air chamber with concrete began Oct. 29 and was completed on Nov. 4. Stone masonry was begun on Nov. 5 and completed Nov. 14, when a portion of the riprapping was done. The space around the caisson due to the dredging has been filled with mud to the original bottom. There remains the riprapping to complete.

Pier 8.—Stone masonry on this pier was completed July 18. Nearly all the riprapping required was done Sept. 11 and 12.

Pier 11.—Nothing was done to this pier during the year, it was previously completed to the top of the cutwater. The stone masonry and the riprapping will be completed in a short time.

Abut B.—The caisson was finally placed in its position July 3 and the stone masonry completed Aug. 22. It has been protected with mud and the riprap completed.

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South approach.—Nothing done.

General.—There remains yet some mud protection and riprapping of slack spots around nearly all the piers to be done. During the year 575,948 feet B.M. of timber and 204,964 lbs. of iron have been placed in the work; 2,384 cubic yards of material have been excavated in pneumatic foundations; 8,412 cubic yards of concrete and 2,279 cubic yards of stone masonry were laid; 71 cribs have been built; 7,130 cubic yards of mud placed around pile foundations for protection; 10,575 cubic yards of riprap were placed around the piers and in the cribs. The contractor stopped work on Dec. 15, 1903, and recommenced on May 18, 1904.

SUPERSTRUCTURE.

A contract has been let for transporting and erecting the superstructure and putting on the floor and sidewalks of the bridge. Part of the metal work of the spans has been shipped from the Miramichi bridges and is partly delivered at Charlottetown. Part of the additional parts for floor and sidewalk brackets have also been shipped from the maker's works at Montreal, and the erecting stages and storing wharf is built at Charlottetown. A quantity of plant, scows, &c., are on the ground. The new swing span has been manufactured but is not yet in place.

Connection between the main line of the P.E.I Rly. and the Hillsborough bridge.

Grading was begun on June 1 and is now in progress. The embankments are being made up from materials borrowed near Curtis Creek on the main line and transported by locomotive and cars. About 3,000 yards have been placed in the work, and all the track amounting to 0.44 miles laid.

To straighten line at 'Curtis' Creek.

The work of grading and building the structures on this division has been let by contract, and the grading is partly done, and a quantity of material for the work delivered on the ground.

I am, sir, your obedient servant,

WM. B. MACKENZIE,

Chief Engineer.

D. POTTINGER, Esq.,

General Manager, Government Railways,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT,

MONCTON, N.B., August 25, 1904.

DEAR SIR—I beg to submit the following report of the operations of this department for the fiscal year ended June 30, 1904.

A. Statement showing the number of locomotives and various classes of cars.

B. Statement showing the locomotive and car mileage and the average number of passenger and freight cars hauled per mile run by engines.

C. Abstract of locomotive returns.

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D. Statement of the cost of locomotive power for each month during the year.

E. General statement of the expenses of the mechanical department. Also a summary of the principal work done in the locomotive and car shops at Moncton, and in the shops at Richmond and River du Loup.

During the year the following were purchased on capital account and added to the rolling stock of the railway: 10 freight and 2 shunting locomotives, 8 first-class passenger coaches, 4 sleeping cars, 6 second-class sleeping cars, 207 box cars (80,000 pounds capacity), 9 auxiliary cars and 1 air-brake instruction car was built in the shops at Moncton also on capital.

Five passenger locomotives were purchased and 3 built in the Moncton shops to replace 8 of the smaller locomotives condemned.

One second-class sleeping car, 3 express and baggage cars, 240 box, 8 refrigerator, 175 platform cars were purchased, and 15 box, 18 platform, 1 hopper, 2 large coal cars and 8 vans were built in Moncton shops, all to replace an equal number of smaller cars condemned.

I am, yours very truly,

J. J. WALKER,

Mechanical Accountant.

G. R. JOUGHNS, Esq.

Superintendent Motive Power,
Moncton, N.B.

The following work was done in the locomotive shops at Moncton: Three new locomotives were built; 61 received general, 22 received specific and 48 received heavy repairs. Three boilers were built, 1 fire-box was made, 2 tube sheets and 4 side sheets and 4 half side sheets were applied, 16 smoke boxes were patched, 10 complete smoke boxes and 35 smoke box doors and rings were made and applied. 1,090 new tubes, and 23,055 tubes were repaired, and put in boilers of locomotives. Ninety-one boilers were tested. 5 steel and 4 wood tender frames, 4 tender tanks and 150 locomotive smoke stacks were made. 4 steel cabs were repaired, 24 fire boxes were patched, 3 steel cabs were made and 5,694 new stay bolts were put in fire boxes. 321 pairs driving wheel tires and 407 pairs engine truck and tender truck wheel tires were turned, 92 new driving wheel tires and 12 new driving wheel axles were turned, 6,670 engine studs were turned and screwed, 115,470 pounds of nuts were tapped, 420,000 bolts were threaded and 27 engine truck axles were fitted up. Eight locomotive cabs and 72 locomotive pilots were built. 278 locomotive and tenders were painted.

In addition to the above there was a large amount of work done in the shops for the Strait of Canso ferry service.

In the blacksmith shop the following work was done:—469,114 bolts were forged and 2,000,410 pounds of other forgings were made.

In addition to this the following work was done for the Maintenance of Way Department:—327 new frogs were made, 115 old frogs were repaired, 30 new switches were made, 25 old ones repaired, 247 guard rails and 15 pairs split rails for switches and 1,250 pairs jog plates were made.

Special work was done as follows:—

The installation of the 4 new Babcock and Wilcox boilers; to supply power and heat to the locomotive shops, round-house, car shops, mechanical offices and stores department, was completed.

A large amount of work was done in placing new machinery received on capital account, and in order to instal some of these machines and to increase the power for

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the drop pit, the old rope power transmitter was done away with and replaced by a new steel shaft.

A large amount of work was also done in changing the position of some of the machines in the shops.

The old boiler room, having been done away with, was fitted up as a tender shop for steel tenders, and a new overhead travelling hoist for handling ash pans, &c., was placed in the boiler shop.

There was erected in the blacksmith shop one new stationary 125 horse-power high speed engine, and a large bull doser was installed. One new blast and 1 new exhaust fan, and 8 Buffalo down draft patent forges were placed in position.

The following is the output of the brass foundry :—

42,898 lbs. castings.
287,988 lbs. bearings.
7,309 lbs. antimonial lead.
960 lbs. metallic packing.
14,249 lbs. babbitt metal.

MONCTON CAR SHOPS.

The following cars were built at Moncton : 1 Westinghouse air brake instruction car, on capital account, 8 conductor's vans, 13 platform cars, 15 box cars, 2 coal cars and 1 hopper on revenue to replace an equal number condemned.

The 15 cars are of 60,000 lbs. capacity to replace a similar number of lighter capacity and the hopper 15 tons to replace one of lighter capacity.

The following cars received heavy repairs: 1 official, 6 parlor, 17 sleeping, 4 dining, 42 first-class, 33 second-class, 9 second-class sleeping, 12 postal, 21 baggage, 15 freight vans, 5 snow ploughs, 9 flangers, 5 wing ploughs, 216 freight cars and 1 steam crane.

The following cars received light repairs: 10 sleeping, 4 dining, 63 first-class, 44 second-class, 14 second-class sleeping, 25 postal, 30 baggage cars, 33 freight vans, 6 flangers, 5 snow ploughs and 8 wing ploughs.

The following cars were burnt off, re-painted and varnished :—4 first-class, 11 second-class, 1 postal, 4 baggage and 1 freight van.

The following cars were scraped, filled, stained and varnished :—1 parlor, 1 sleeping, 10 first-class, 1 second-class, 2 second-class sleeping, 3 postal and 8 baggage.

The following cars were painted and varnished :—1 parlor, 7 first-class, 10 second-class, 5 postal, 4 baggage and 16 freight vans.

The following cars were renovated and varnished :—1 official, 4 parlor, 13 sleeping, 3 dining, 22 first-class, 11 second-class, 3 second-class sleeping, 6 postal and 6 baggage.

The following cars were re-painted :—173 box, 131 platform, 30 gondolas, 1 hopper, 12 stock, 4 refrigerator, 5 flangers, 3 wing ploughs and 4 snow ploughs.

Special work was done as follows :—92 wooden trucks were built, 38 Sterlingworth steel trucks were put under freight cars. 5,512 new, 1,710 second-hand chilled wheel and 108 new and 200 second-hand steel wheels were pressed on axles, 893 new axles turned, 655 freight cars and 2 flangers were changed from link and pin to M. C. B. couplers, 17 passenger cars were changed from Miller to master car builder's coupler, 6 passenger cars, 112 freight cars, 1 wing plough and 4 freight vans were fitted with the Westinghouse air-brakes. 31 passenger cars had the Westinghouse air-brake changed from the old automatic to the emergency, &c.

Thirty-eight passenger cars were fitted with the Westinghouse air signal appliance. 51 passenger cars were fitted with the American slack adjuster. 6 passenger cars were fitted with Pintach gas. 6 passenger cars were fitted with wide vestibules.

In addition to the lumber prepared for the above repairs, 680,000 feet was milled on store orders.

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A large amount of work was also done to freight and baggage car trucks, chairs, ticket cases, station furniture and foot boards on account of store No. 1.

There were also 42 hand cars built and 30 heavily repaired, 20 push cars built and 16 heavily repaired.

RIVER DU LOUP SHOPS.

26 locomotives received general, 13 heavy, 31 medium, and 42 specific repairs. 15 fire boxes were patched. 29 boilers were retubed. 196 pairs of engine truck, tender and car wheels and 90 pairs of driving tires were turned.

Fourteen pilots and 2 tender frames were made and put in service.

Sixty-two engines and tenders were painted.

6,042 bolts were forged.

14,312 bolts were screwed.

4,046 studs were screwed.

RICHMOND SHOPS.

Two locomotives received heavy, 11 general, 3 medium and 96 specific repairs. 7 fire boxes were patched, 9 boilers were retubed. 173 pairs of engine truck, tender and car wheels and 30 pairs of driving tires were turned.

Five pilots and 2 tender frames were built and put in service.

35,000 bolts were forged.

41,000 bolts were screwed.

1,000 studs were screwed.

WATER SERVICE.

This has been maintained in efficient condition all over the line.

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A. INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the line on July 1, 1903, and June 30, 1904.

| | Locomotives. | First Class Sleepers. | Second Class Sleepers. | Parlour Cars. | Dining Cars. | First Class Passenger. | Second Class Passenger. | Postal and Smoking. | Express and Baggage. | Air Brake Instruction. | Box. | Refrigerator. | Platform, 10, 15, 20 and 30 ton. | Oil Tank Cars. | Hopper, 6 and 15 tons. | Gondolas, 15 and 20 tons. | Coal Cars, 20 tons. | Stock Cars. | Auxiliary Tool Cars. | Vans. | Total. | Snow Ploughs. | Wing Ploughs. | Planggers. | Steam Ploughs. | Total. | Steam Cranes. |
|-------------------------------------------|--------------|-----------------------|------------------------|---------------|--------------|------------------------|-------------------------|---------------------|----------------------|------------------------|------|---------------|----------------------------------|----------------|------------------------|---------------------------|---------------------|-------------|----------------------|--------|--------|---------------|---------------|------------|----------------|--------|---------------|
| On hand serviceable July 1, 1903..... | 287 | 27 | 24 | 5 | 7 | 107 | 92 | 32 | 47 | 5,087 | 76 | 2,546 | 15 | 785 | 42 | 537 | 120 | 10 | 95 | 9,654 | 49 | 10 | 22 | 2 | 83 | 3 | |
| Condemned, July 1903..... | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 3 | 192 | 8 | 89 | 1 | 214 | 12 | 56 | 3 | 4 | 4 | 585 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Received on capital account | 240 | 27 | 25 | 5 | 7 | 109 | 93 | 32 | 50 | 5,279 | 84 | 2,635 | 15 | 949 | 54 | 593 | 123 | 10 | 99 | 10,239 | 49 | 10 | 22 | 2 | 83 | 3 | |
| Changed from large coal to platform | 12 | 4 | 6 | | | 8 | | | | 207 | | | 51 | | | | 5 | | | 235 | | | | | | | |
| Condemned July 1, 1903 | 302 | 31 | 31 | 5 | 7 | 117 | 93 | 32 | 50 | 5,486 | 84 | 2,686 | 15 | 999 | 54 | 542 | 123 | 19 | 99 | 10,474 | 49 | 10 | 22 | 2 | 83 | 3 | |
| Condemned during year..... | 3 | 1 | 1 | | | 2 | 1 | | 3 | 192 | 8 | 89 | 1 | 214 | 12 | 56 | 3 | 4 | 4 | 585 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Less rebuilt | 11 | 1 | 1 | | | 2 | 1 | | 3 | 255 | 10 | 137 | | 228 | 18 | 67 | 4 | 8 | 8 | 734 | 1 | | | | | | |
| To be rebuilt | 8 | 1 | 1 | | | | | | 3 | 255 | 8 | 137 | | 1 | | 53 | | | | 466 | | | | | | | |
| Add serviceable and repairing | 3 | | | | | 2 | 1 | | | | 2 | | | | | | | | | 268 | 1 | | | | | | |
| Total | 299 | 31 | 31 | 5 | 7 | 115 | 92 | 32 | 50 | 5,486 | 82 | 2,686 | 15 | 772 | 36 | 528 | 119 | 19 | 99 | 10,206 | 48 | 10 | 22 | 2 | 83 | 3 | |
| Total | 302 | 31 | 31 | 5 | 7 | 117 | 93 | 32 | 50 | 5,486 | 84 | 2,686 | 15 | 999 | 54 | 542 | 123 | 19 | 99 | 10,474 | 49 | 10 | 22 | 2 | 83 | 3 | |

J. T. WALKER,

Mechanical Accountant.

MONCTON, N.B., June 30, 1904.

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B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotives and Car Mileage, year ending June 30, 1904.

| Month. | LOCOMOTIVE MILEAGE. | | CAR MILEAGE. | | | | Snow Ploughs. | Average Passenger. | Average Freight. |
|----------------|---------------------|-----------|--------------|------------------------------------|------------|------------|------------------|-----------------------|---------------------|
| | Passenger. | Freight. | Passenger. | Express, Postal and Baggage. | Freight. | Total. | | | |
| 1903. | | | | | | | | | |
| July..... | 252,511 | 303,428 | 1,02,845 | 432,815 | 5,428,872 | 6,886,552 | ..... | 5.77 | 17.89 |
| August..... | 240,842 | 287,304 | 989,615 | 424,205 | 5,143,951 | 6,557,771 | ..... | 5.87 | 17.91 |
| September..... | 231,868 | 291,955 | 974,090 | 417,916 | 5,089,496 | 6,481,502 | ..... | 6.00 | 17.43 |
| October..... | 217,294 | 323,348 | 833,136 | 370,992 | 5,747,736 | 6,960,804 | ..... | 5.58 | 17.78 |
| November..... | 195,817 | 307,113 | 711,095 | 351,136 | 5,543,729 | 6,605,960 | 32 | 5.42 | 18.05 |
| December..... | 211,411 | 338,197 | 773,028 | 375,354 | 5,639,190 | 6,787,572 | 8,393 | 5.44 | 16.67 |
| 1904. | | | | | | | | | |
| January..... | 207,667 | 321,773 | 707,454 | 348,026 | 4,802,788 | 5,858,268 | 20,680 | 5.09 | 14.93 |
| February..... | 200,435 | 306,659 | 683,615 | 338,076 | 4,452,306 | 5,473,997 | 36,811 | 5.10 | 14.52 |
| March..... | 215,520 | 308,725 | 771,055 | 366,244 | 6,165,094 | 7,302,393 | 17,944 | 5.28 | 16.72 |
| April..... | 208,217 | 374,949 | 781,833 | 360,761 | 6,934,634 | 8,077,228 | 598 | 5.48 | 18.49 |
| May..... | 205,730 | 344,338 | 739,374 | 361,796 | 6,098,536 | 7,199,706 | ..... | 5.35 | 17.72 |
| June..... | 224,868 | 323,710 | 871,060 | 402,272 | 5,565,614 | 6,838,946 | ..... | 5.66 | 17.19 |
| | 2,612,180 | 3,891,399 | 9,860,220 | 4,558,593 | 66,611,946 | 81,030,759 | 84,458 | 5.52 | 17.12 |

MONTON, N.B., June 30, 1904.

J. T. WALKER,
Mechanical Accountant.

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C. INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for year ended June 30, 1904.

| MONTHS. | CONSUMPTION. | | | | | | AVERAGE CONSUMPTION PER 100 MILES. | | | | |
|----------------|-----------------------|------------------------|------------------|------------------|------------------------|---------------------|-------------------------------------|--------------------|------------------|------------------------|---------------------|
| | Hours in Steam. | Locomotive Mileage. | Tons of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. | Miles run to 1 hour in Steam. | Pounds of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. |
| 1903. | | | | | | | | | | | |
| July..... | 68,311 | 703,536 | 26,329 | 29,868 | 14,883 | 13,629 | 10.29 | 8,383 | 4.24 | 2.11 | 1.93 |
| August..... | 64,246 | 654,579 | 25,218 | 27,483 | 12,980 | 12,301 | 10.34 | 8,499 | 4.13 | 1.95 | 1.85 |
| September..... | 65,027 | 661,167 | 25,438 | 27,609 | 12,989 | 12,813 | 10.16 | 8,618 | 4.17 | 1.96 | 1.93 |
| October..... | 67,807 | 684,894 | 28,021 | 28,238 | 12,992 | 12,906 | 10.10 | 9,164 | 4.12 | 1.89 | 1.88 |
| November..... | 63,638 | 636,907 | 27,112 | 27,399 | 12,307 | 12,497 | 10.00 | 9,535 | 4.30 | 1.93 | 1.96 |
| December..... | 70,443 | 695,844 | 32,105 | 30,474 | 13,043 | 13,914 | 9.87 | 10,335 | 4.37 | 1.87 | 2.00 |
| 1904. | | | | | | | | | | | |
| January..... | 68,260 | 673,116 | 31,318 | 29,482 | 12,602 | 13,513 | 9.86 | 10,422 | 4.37 | 1.87 | 2.01 |
| February..... | 71,190 | 683,747 | 30,749 | 30,798 | 13,243 | 13,542 | 9.33 | 10,377 | 4.64 | 1.99 | 2.04 |
| March..... | 77,241 | 746,996 | 34,872 | 36,717 | 15,257 | 16,316 | 9.67 | 10,457 | 4.91 | 2.04 | 2.18 |
| April..... | 72,239 | 757,383 | 31,905 | 35,201 | 14,814 | 16,267 | 10.06 | 9,825 | 4.83 | 2.03 | 2.23 |
| May..... | 65,770 | 684,801 | 26,963 | 32,016 | 14,040 | 15,196 | 10.25 | 8,820 | 4.68 | 2.05 | 2.22 |
| June..... | 65,822 | 681,938 | 26,898 | 33,711 | 14,375 | 15,288 | 10.36 | 8,835 | 4.94 | 2.10 | 2.23 |
| | 820,994 | 8,224,858 | 346,928 | 368,996 | 163,545 | 168,132 | 10.01 | 9,448 | 4.48 | 1.98 | 2.04 |

MONCTON, N.B., June 30, 1904.

J. J. WALKER,
Mechanical Accountant.

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D. INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month from July 1, 1903, to June 30, 1904.

| Month. | Miles run by Locomotives. | Superin- tendence. | Engine- men's Wages. | Fuel. | Oil and Waste. | Repairs to Engines, Tenders and Tools. | Water. | Engine Houses and Turn- tables. | Total. | AVERAGE PER 100 MILES. | | | | | | | Total. | |
|-------------|---------------------------------|-----------------------|----------------------------|--------------|-------------------|-------------------------------------------------|-----------|---------------------------------------------|--------------|------------------------|--------|-------|-------------------|----------|--------|-------------------------------------|--------|--|
| | | | | | | | | | | Superin- tendence. | Wages. | Fuel. | Oil and Waste. | Repairs. | Water. | Engine Houses and Turntables. | | |
| 1903. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | | | | | | | | |
| July. | 703,536 | 1,366 18 | 44,371 59 | 94,955 13 | 2,732 38 | 40,914 39 | 1,843 95 | 3,972 03 | 190,155 65 | 19 | 6 32 | 13 50 | 39 | 5 81 | 26 | 56 | 27 03 | |
| August ... | 664,579 | 1,210 75 | 43,880 85 | 92,030 68 | 2,442 59 | 38,045 31 | 6,813 56 | 4,050 10 | 188,483 84 | 18 | 6 60 | 13 85 | 37 | 5 73 | 1 02 | 61 | 28 36 | |
| September.. | 661,167 | 1,152 24 | 42,256 28 | 94,401 90 | 2,560 16 | 31,080 64 | 2,004 25 | 3,597 06 | 177,052 53 | 17 | 6 39 | 14 28 | 39 | 4 70 | 30 | 54 | 26 77 | |
| October.... | 684,894 | 1,227 41 | 45,088 36 | 104,639 90 | 2,722 03 | 39,756 23 | 3,539 13 | 4,533 28 | 201,526 34 | 18 | 6 58 | 15 28 | 40 | 5 80 | 52 | 66 | 29 42 | |
| November.. | 636,907 | 1,046 45 | 42,640 92 | 101,311 18 | 2,860 11 | 39,079 32 | 4,979 10 | 5,673 62 | 197,640 70 | 17 | 6 69 | 15 91 | 45 | 6 14 | 78 | 89 | 31 03 | |
| December.. | 695,844 | 1,118 49 | 74,049 66 | 118,082 00 | 2,913 04 | 43,538 52 | 5,920 38 | 5,860 37 | 251,482 46 | 16 | 10 64 | 16 97 | 42 | 6 26 | 85 | 84 | 36 14 | |
| 1904. | | | | | | | | | | | | | | | | | | |
| January ... | 673,116 | 1,147 79 | 73,776 46 | 108,541 39 | 2,924 56 | 41,567 17 | 4,063 89 | 7,025 97 | 240,047 23 | 17 | 10 96 | 16 27 | 43 | 6 18 | 61 | 1 04 | 35 66 | |
| February .. | 663,747 | 1,241 21 | 52,486 03 | 111,897 82 | 3,048 98 | 49,919 70 | 6,067 29 | 6,845 09 | 231,496 12 | 18 | 7 91 | 16 86 | 46 | 7 52 | 91 | 1 03 | 34 87 | |
| March | 746,996 | 1,196 38 | 56,307 70 | 120,612 93 | 3,406 89 | 35,076 88 | 5,754 64 | 5,361 21 | 227,716 63 | 16 | 7 54 | 16 15 | 46 | 4 69 | 77 | 71 | 30 48 | |
| April | 727,333 | 1,438 82 | 52,494 97 | 103,722 01 | 2,837 78 | 44,045 69 | 1,773 14 | 4,831 33 | 211,143 74 | 20 | 7 22 | 14 26 | 39 | 6 06 | 24 | 66 | 29 03 | |
| May. | 684,801 | 2,112 68 | 51,877 50 | 94,163 18 | 2,680 27 | 47,267 91 | 3,255 73 | 4,104 70 | 205,451 97 | 31 | 7 57 | 13 75 | 39 | 6 90 | 48 | 60 | 30 00 | |
| June..... | 681,438 | 2,064 26 | 52,471 59 | 89,569 13 | 2,919 68 | 142,359 11 | 2,053 59 | 3,287 69 | 204,725 05 | 30 | 7 69 | 13 14 | 43 | 20 88 | 30 | 48 | 43 22 | |
| | 8,224,858 | 16,372 66 | 631,711 91 | 1,294,927 25 | 34,048 47 | 592,640 87 | 48,068 65 | 50,162 45 | 2,616,922 26 | 20 | 7 68 | 15 01 | 41 | 7 21 | 58 | 72 | 31 81 | |

J. J. WALKER,
Mechanical Accountant.

Moncton, N.B., June 30, 1904.

SESSIONAL PAPER No. 20

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, year ended
June 30, 1904.

| | |
|---------------------------------------------------|----------------|
| The miles run by trains..... | 6,503,579 |
| " " engines..... | 8,224,858 |
| " " cars..... | 81,030,759 |
| " " snow ploughs..... | 84,458 |
| Cost of locomotive power..... | \$2,616,922 26 |
| Cost of car repairs— | |
| Repairs to passenger cars..... | \$181,201 65 |
| " postal, express and baggage cars..... | 54,354 50 |
| " freight cars and vans..... | 601,030 04 |
| Oil and waste for packing..... | 8,890 72 |
| Repairs to snow ploughs and flangers..... | 6,611 71 |
| | \$852,088 62 |
| The cost of locomotive power— | |
| Per 100 miles by train..... | \$40 24 |
| " " engines..... | 31 81 |
| " " cars and ploughs..... | 3 22 |
| The cost of repairs to cars and ploughs— | |
| Per 100 miles by train..... | \$13 10 |
| " " engines..... | 10 36 |
| " " cars and ploughs..... | 1 05 |
| The cost of oil and waste for packing— | |
| Per 100 miles by train..... | \$0 13 |
| " " engines..... | 0 11 |
| " " cars and ploughs..... | 0 01 |
| The cost of repairs to cars per mile run by them— | |
| Passenger..... | \$1 83 |
| Postal, express and baggage..... | 1 19 |
| Freight cars and vans..... | 0 00 |
| Ploughs and flangers..... | 7 82 |

J. T. WALKER,
Mechanical Accountant.

Moncton, N.B., June 30, 1904.

4-5 EDWARD VII., A. 1905

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|-----------|--------------|---------------|-----------------------|--------------------|------------------|----------------|------------------------|
| 1903. | | | | | | | |
| July 3. | 18.35 | | Special | | J. Scott | 122 | Riv. du Loup yard |
| " 4. | 6.10 | | " | A. G. Cameron | J. Gallivan | 174 | N. Sydney Jct. |
| " 4. | 3.00 | | " | W. Brownrigg | J. S. Mitchell | 230 | New Glasgow |
| " 6. | 13.40 | | " | G. M. Armstrong | A. Wood | 17 | Amherst |
| " 8. | 10.00 | 89 | Freight | B. Wood | H. D. Thompson | 13 | Pugwash Jct. |
| " 8. | 11.00 | | Shunter | Jos. Boyer | W. Savidant | 248 | Cedar Hall |
| " 8. | 17.00 | | Working | J. Doiron | W. Duncan | 258 | 2 miles West Metapedia |
| " 9. | 6.00 | | | | | | West of Petitcodiac |
| " 11. | 2.40 | | Special | J. Guay | Ouellet | 72 | Levis |
| " 15. | 14.45 | | Working | W. N. Bovard | M. O'Shaughnessy | 269 | Kent Junction |
| " 20. | 7.25 | | | E. L. Watts | T. G. Scott | 9 | Dalhousie wharf |
| " 25. | 10.10 | 24 | Freight | G. W. Hopper | R. Kennedy | 281 | Amherst |
| " 29. | | | Shunter | | A. McGrath | | D. W. T. Halifax |
| Aug. 3. | 16.30 | 75 | Freight | J. W. Henderson | E. Rushton | 282 | Rogersville tank |
| " 3. | 8.07 | 36 | Express | M. Cummings | R. Bulmer | 62 | Eel river |
| " 15. | 13.10 | 3 | " | Jas. Daley | T. Wilkins | 36 | Pointe du Chêne |
| " 18. | 8.15 | | Pilot | A. Laliberté | R. Jamieson | 195 | Daveluyville |
| " 18. | 9.45 | | Special | J. Michaud | W. Fraser | 223 | McGregor's sdg. |
| " 20. | | | Shunter | | B. Lutz | 122 | Campbellton |
| " 21. | 24.45 | | Pic-nic (special) | H. A. Baker | F. Chisholm | 151 | Brookfield |
| " 22. | 23.00 | | Shunter | | F. Gagnon | 120 | Ste. Flavie yard |
| " 27. | 8.15 | | Special | Geo. M. Armstrong | N. Sinclair | 17 | Amherst |
| " 29. | 18.35 | | " | | W. Anderson | 286 | St. John |
| " 30. | 21.15 | | Shunter | | C. Coleman | 190 | Halifax yard |
| " 31. | 11.00 | | Special | W. A. Fleming | H. Cummings | 207 | Stellarton |
| " 31. | 10.00 | | Shunter | | A. McGrath | 188 | Halifax yard |
| " 7. | 23.20 | 76 | Freight | F. Côté | Jos. Collet | | Ste. Rosalie Jct. |
| Sept. 2. | | | | | | | Springhill Jct. |
| " 3. | | | | | | | North St. Station |
| " 6. | 8.45 | 33 | Express | W. A. Mitchell | H. C. Goddard | 171 | St. Lambert |
| Sept. 8. | 18.30 | | Working | J. Doiron | J. Dussault | 61 | |
| " 11. | 9.15 | | Special | E. Herritt | W. Duncan | 250 | Millstream |
| " 12. | 7.00 | | Special | | A. Probert | 101 | Acadia yard |
| " 12. | 21.25 | | Special | F. Walsh | C. Skinner | 87 | Fraser Bros. Sdg. |
| " 16. | 10.45 | | Special | R. Doyle | | | Richmond |
| " 16. | | 33 | Express | | R. Wilson | 280 | Rockingham |
| | | | | | H. Atkinson | | Ste. Madeline |
| | | 76 | Freight | | Jos. Dussault | | |
| Sept. 25. | 2.00 | | Special | G. A. McKay | | 225 | Albion |
| " 25. | 24.30 | | Shunter | | J. Hayward | 189 | St. John yard |
| | | D. A. Ry. | | | W. Megarity | | |
| Oct. 3. | 21.00 | 94 | Mixed | — Frizzle | C. Stockall | 24 | Richmond |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ended June 30, 1904.

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|-------------------------|--------------------------------|---------------------------------------------------|---------------------------------|--------------------------------------------------------------------|
| A. Berubé | Brakeman | While coupling cars | Slightly injured. | Accidental. |
| J. E. McNeil. | " | While uncoupling cars. | 2 fingers injured. | |
| Anthony Costa. | " | While shunting | Foot injured | |
| R. J. Ward | " | " | Finger injured | |
| J. D. McNeil. | " | " | Foot injured | |
| Eug. Charest. | " | " | " | |
| A. Dassigivas. | Water boy | Foot caught between draw-bars. | Foot bruised | |
| Jos. Roe | Neither | Found dead on track by section-man. | Fatal | |
| J. Guenette | Passenger | Found in Lévis yard. | Arm cut off | |
| Fred. Carey | Fireman | While coaling engine | Finger slightly injured. | |
| T. Sullivan | Brakeman | While coupling cars | Slightly injured. | Accidental. |
| Roy Johnson | " | While unloading freight | Foot injured | |
| A. Rockwell | Car inspector. | While working under cars | Leg injured | |
| E. B. McAnn | Brakeman | While walking past tender struck by falling coal. | Head cut | |
| Miss McNaughton. | Passenger | Jumped from train while in motion. | Arm broken | |
| Boy named Ratigan. | Intending passenger. | Fell while landing from steamer at wharf. | Head cut | |
| E. Beaulieu (boy).... | Neither. | While crossing track | Fatal | |
| Jos. Levesque. | Brakeman | While shunting | Hips injured | |
| D. Jamieson | " | " | Foot injured | |
| Mrs. G. Brinton | Passenger | Jumped from train while in motion. | Slightly injured. | |
| Geo. Topping | Yardman | Fell while in act of jumping on van. | Arm bruised and finger cut off. | Accidental. |
| J. E. Trites | Brakeman | While coupling cars | Hand crushed | |
| Geo. Bassett (boy) .. | Neither. | While crossing track struck by engine. | Head bruised | |
| R. Stewart | Shunter | Engine colliding with gangway. | Foot injured | |
| D. C. Johnson | Brakeman | While coupling engine to cars. | Slightly injured. | |
| McCanty | " | While coupling cars | Fingers injured. | |
| Jos. Baril | Neither. | While stealing ride fell between cars. | Fatal | |
| H. W. Jones | Asst. Agent. | While checking train caught between cars. | Slightly injured. | |
| Mr. Leitch | Neither. | While walking in depot struck by brick. | Slight scalp wound. | |
| B. Gilchrist (boy).... | Passenger | While standing in vestibule train parted. | Foot slightly injured. | |
| Frank LeBlanc | Brakeman | While shunting | Hand crushed | Accidental. |
| C. Henderson | " | While coupling cars | Two fingers injured. | |
| Neil Dwyer | Neither. | Found on track | Fatal | |
| Emanuel Pettinco. | " | While crossing track struck by train. | Injured slightly. | |
| Isaac Byers | " | " | Fatal | |
| H. Atkinson | Driver. | Collision between trains | " | |
| A. Huard | Fireman | " | " | |
| A. Bernier | Brakeman | " | Slightly injured. | |
| J. Dussault | Driver. | " | " | |
| J. Taylor | Brakeman | While shunting | Hand injured | |
| Jas. Earle | " | While getting on car struck a switch. | One rib broken. | No inquest. That G. D. Stinson, train dispatcher, was responsible. |
| Les Mullins | " | While stepping off engine struck switch. | Leg slightly injured. | |

4-5 EDWARD VII., A. 1905

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|----------|--------------|---------------|-----------------------|----------------------|--------------------|----------------|-----------------------------------------|
| 1903. | | | | | | | |
| Oct. 7. | ..... | 133 | Express. | W. Morgan..... | T. Wilkins..... | 63 | Petitcodiac..... |
| " 9. | 12.00 | ..... | Shunter | ..... | S. Watson..... | 123 | Moncton yard. |
| " 12. | 19.30 | ..... | Special. | Jas. Card..... | G. DeMill..... | 253 | Beresford..... |
| " 15. | 6.30 | ..... | Special. | Geo. M. Armstrong | H. Snider..... | 17 | Amherst..... |
| " 22. | 10.20 | 33 | Express. | B. Walker..... | O. Brock..... | 76 | L'Islet..... |
| Oct. 24. | 12.28 | 1 | Express. | T. Guinan..... | J. Hunter..... | 162 | 1 mile West Athol..... |
| " 29. | 8.45 | ..... | Shunter | ..... | J. Johnson..... | 30 | Truro..... |
| " 30. | 7.20 | ..... | Special. | A. Vachon..... | Geo. Roberge..... | 115 | St. Charles..... |
| Nov. 2. | ..... | ..... | Shunter | R. Hunter..... | N. Sinclair..... | 17 | Amherst..... |
| " 5. | 19.08 | 26 | Express. | W. J. Ellis..... | E. White..... | 73 | Belmont..... |
| " 5. | 14.00 | ..... | Shunter | ..... | G. Conway..... | 185 | Carson's Siding..... |
| " 7. | 14.00 | ..... | Shunter | F. O. Moffatt..... | W. Meach..... | 109 | North Sydney..... |
| " 7. | ..... | ..... | ..... | ..... | ..... | ..... | Between St. Hyacinthe and Ste. Rosalie. |
| " 9. | 14.00 | ..... | Special. | J. E. McLellan..... | A. Johnston..... | 174 | Jefferson's Siding..... |
| " 11. | 7.00 | ..... | Special. | S. G. Nickerson..... | J. Oakleaf..... | 9 | Dalhousie Wharf..... |
| " 12. | 16.15 | 23 | Freight. | H. B. Gordon..... | W. Gross..... | 242 | Amherst..... |
| " 13. | 11.30 | ..... | Special. | A. Gamache..... | W. Duncan..... | 213 | Amqui..... |
| " 25. | 19.30 | ..... | Shunter | ..... | M. O'Brien..... | 127 | Moncton..... |
| " 26. | 13.40 | 33 | Express. | W. A. Mitchell..... | H. C. Goddard..... | 172 | DeLotbinière..... |
| " 27. | 9.45 | ..... | Shunter | D. Laplante..... | J. Scott..... | 117 | Riv. du Loup..... |
| " 30. | 23.09 | ..... | Shunter | ..... | B. Lutz..... | 122 | Campbellton..... |
| Dec. 7. | 16.00 | ..... | ..... | R. D. Sharp..... | A. H. Fryers..... | 53 | Moncton..... |
| " 9. | 16.45 | ..... | Shunter | ..... | D. McGuigan..... | 118 | "..... |
| " 24. | 20.30 | 19 | Express. | J. Martin..... | N. McMullin..... | 161 | North Sydney Junction |
| " 25. | 9.00 | ..... | Shunter | ..... | W. Savidant..... | 120 | Ste. Flavie..... |
| " 28. | 18.30 | ..... | " | ..... | J. Kelly..... | 127 | Truro..... |
| " 29. | 14.30 | 4 | Mixed. | W. L. Broad..... | W. J. Coffey..... | 184 | Hampton..... |
| " 31. | 21.35 | 37 | Freight. | W. F. Ferguson..... | J. Smith..... | 31 | Charlo..... |
| 1904. | | | | | | | |
| Jan. 1. | 8.05 | ..... | Special. | R. H. Hunter..... | N. Sinclair..... | 17 | Amherst..... |
| " 2. | 15.21 | 148 | Freight. | L. Gingras..... | G. Cloutier..... | 180 | St. Apollinaire..... |
| " 6. | 5.00 | ..... | Shunter | ..... | G. De Mill..... | 127 | Moncton..... |
| " 6. | 18.25 | 33 | Express. | C. A. Johnston..... | B. Mitchell..... | 199 | } St. Eugene..... |
| " 13. | 6.30 | ..... | Special. | F. Cote..... | H. Gingras..... | 82 | |
| " 14. | 10.30 | ..... | Working. | C. B. Clarke..... | J. Collet..... | 208 | Hadlow Yard..... |
| " 18. | 10.30 | ..... | Special. | S. Parent..... | J. Gilfillin..... | 53 | Moncton Yard..... |
| " 21. | 11.00 | 147 | Freight. | L. N. Letarte..... | P. Michaud..... | 83 | Gravel Siding..... |
| " 27. | 10.40 | ..... | ..... | M. Dussault..... | A. Guennette..... | 282 | Aston Junction..... |
| " 29. | 12.05 | ..... | Working. | Nap. Lavesque..... | L. Lenahan..... | 310 | } West of Hadlow..... |
| " 28. | 14.45 | ..... | Pilot. | F. Laliberta..... | F. Hall..... | 182 | |
| " 25. | ..... | ..... | Shunter | ..... | E. Henderson..... | 234 | 1 mile West Amqui..... |
| Feb. 1. | 16.00 | ..... | " | ..... | O. Rossignol..... | 182 | St. Charles Yard..... |
| | | | | | J. Johnston..... | 30 | Stellarton..... |
| | | | | | | | Truro..... |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ended June 30, 1904—*Continued.*

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|-------------------------|---------------------------------------------------------|-----------------------------------------------------|----------------------|----------------------------|
| T. Wilkins | Driver | Engine derailed | Hips injured | |
| J. Tweedie | Fireman | | Ankle sprained .. | |
| W. O. Lutes | Brakeman | While making up train struck switch. | Hip injured. | |
| Jas. Card | Conductor | Chocking wheel | Finger injured .. | |
| W. D. Graves | Brakeman | While shunting | Two fingers injured. | |
| Adelard Guimond .. | Neither. | Struck by train while crossing track in team. | Fatal | Accidental. |
| Ferd. Guimond .. | " | | Leg cut off | Accidental. |
| David Pettigrew .. | " | Struck by train while crossing track. | Fatal | |
| Thos. Kennedy | " (boy) | Missed footing getting on car .. | Foot injured | |
| M. Samson | Brakeman | While shunting | Hand injured | |
| W. J. Rogerson | " | " | " | |
| E. Dryden | Fireman | Jumped from engine | Leg broken | |
| W. Heighton | Yardmaster | Fell from tender of engine | Thumb dislocated. | |
| Malcolm McNeil .. | Brakeman | While coupling cars | Finger injured .. | |
| Mr. Nichols | Joint Agent— G.T.R. & I. C. R., St. Hyacinthe. | Found dead on track | Fatal | Accidental death. |
| S. N. McKinnon .. | Brakeman | While coupling cars | Broke his thumb .. | |
| F. Steeves | " | Struck by car while shunting. | Head injured | |
| A. Berry and wife .. | Neither. | Struck by train while crossing track in team. | Slightly injured .. | |
| W. Duncan | Driver | While stepping from engine | Sprained ankle .. | |
| F. A. Murray | Brakeman | While shunting | Finger injured .. | |
| H. C. Goddard | Driver | Engine derailed | Fatal | Accidental. |
| R. Ruel | Fireman | | Shoulder injured .. | |
| J. Lalonde | " | Putting waste under cylinder .. | Arm injured | |
| F. Steeves | Brakeman | Slipped while getting on engine. | Hip injured | |
| J. T. Coates | Brakeman | While coupling cars | Finger injured .. | |
| L. Black | Foreman shunter. | " | Ankle injured | |
| Mrs. Martin | Passenger. | Missed her footing in getting off train. | Leg broken. | |
| M. Cote | Yardman | While coupling cars | Finger bruised .. | |
| J. H. Blair | Brakeman | " | Head injured | |
| Mrs. Kilpatrick .. | Passenger | Jumped from train while in motion. | " | |
| A. Arseneau | In charge of horse. | Passing between cars, foot caught between drawbars. | Foot injured | |
| Miner Purdy | Brakeman | While uncoupling engine from cars. | Hand injured | |
| Jos. Lamontagne .. | Neither. | While walking on track struck by train. | Fatal | Accidental. |
| C. B. Scurr | Shunter | While uncoupling cars | Hand injured | |
| Honore Lapierre .. | Neither. | Team struck while crossing track | Fatal | |
| A. England | Brakeman | Collision between trains | Right leg injured .. | |
| Christopher Kennan. | Employee | Foot caught between drawbars .. | Slightly injured .. | |
| J. Proulx | Brakeman | While shunting | Back sprained | |
| Alp. Demaise | " | While unloading freight. | Finger crushed .. | |
| Jos. Gagné | Neither. | While walking on track struck by train. | Fatal ..... |  | Accidental. |
| J. A. Coté | " | " | Slightly injured .. | No inquest. |
| Eug. Gosselin | " | " | Fatal | |
| D. S. Halliday | Yardman | Caught between engine and cars .. | Slightly injured .. | |
| W. C. Layton | Foreman shunter. | While coupling cars | Finger injured | |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ended June 30, 1904—*Continued.*

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|-------------------------------|--------------------------------|----------------------------|-----------------------------------------|----------------------------|
| John Palmer | Brakeman.... | Jumped from engine..... | Leg broken and otherwise injured. | Accidental. |
| A. Delaney..... | Yardmaster.... | While uncoupling cars..... | Head injured.... | |
| Mrs. Morrison | Passenger..... | Train derailed..... | Shock to system. | |
| Miss Morrison | " | " | Hand and face injured. | |
| Mrs. Pyche..... | " | " | Spine and back injured. | |
| J. S. McDonald..... | " | " | Scalp wound, shoulder and back injured. | |
| W. L. Haldimand.... | " | " | Face cut and shoulder injured. | |
| Miss F. Bentley | " | " | Leg injured and eye bruised. | |
| Mrs. J. Glassey | " | " | Fatal | |
| W. A. Campbell and wife | " | " | Slightly injured. | |
| S. Ridout..... | " | " | Back, arm and hip injured. | |
| J. E. Blair..... | Baggagemaster | " | Cut about head, face and back injured. | |
| Wm. Hilchey..... | Passenger..... | " | Scalp wound, face cut, nose broken. | |
| E. J. Hudd..... | " | " | Shoulder and ribs injured. | |
| W. K. Wickwire..... | " | " | Face bruised, hand and arm injured. | |
| F. W. Demille..... | " | " | Head cut | Accidental. |
| M. B. Keith..... | " | " | Hurt in groin, back and leg. | |
| J. Redford | " | " | Head cut, back and arm bruised. | |
| D. C. Crowley..... | Brakeman.... | " | Scalp wound and breast injured. | |
| C. Biswanger..... | Baggagemaster | " | Back and right leg injured. | |
| R. G. Duncan.... | Conductor | " | Fatal | |
| G. F. Bissett..... | Passenger | Train derailed..... | Scalp wound, hand and hip injured. | |
| H. R. Trotter..... | " | " | Face slightly cut. | |
| G. W. Marsh..... | " | " | Face cut, arm and leg injured. | |
| Matti Aradpikkararinnon..... | " | " | Slightly injured. | |
| Mrs. A. B. Vance..... | Passenger | " | Head and back injured. | |
| Mrs. A. T. Vance..... | " | " | Face cut and eye injured. | |
| W. A. Olmstead | " | " | Slightly injured. | |
| D. D. Rutherford..... | " | " | Back injured | |
| P. Kelly..... | Brakeman.... | " | Face bruised and leg injured. | |
| Herbert Uttley..... | Passenger | " | Head cut and arm injured. | |
| F. A. Bustin..... | Express Agent | " | Leg broken | |
| Thos. Appleby | News Agent.. | " | Face and head injured. | |
| J. Simmonds | Porter..... | " | Slightly injured. | |
| M. Savatorie..... | Passenger | " | Head and back injured. | |

4-5 EDWARD VII., A. 1905

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|----------|--------------|---------------|-----------------------|--------------------|-----------------|----------------|-----------------------------|
| 1904. | | | | | | | |
| Feb. 3. | 9.30 | 25 | Express | R. G. Duncan | John Ross | " | Milford..... |
| " 3. | " | " | " | " | " | " | " |
| " 3. | " | " | " | " | " | " | " |
| " 3. | " | " | " | " | " | " | " |
| " 3. | " | " | " | " | " | " | " |
| " 4. | 15.45 | 20 | " | Geo. C. Keys | H. McCaulay | 237 | Hopewell..... |
| " 6. | 12.15 | " | Pilot | J. A. Beaulieu | G. Roberge | 182 | Gravel siding.. |
| " 8. | " | " | " | " | " | " | St. Romuald.... |
| " 10. | 7.00 | 89 | Freight | J. Mahoney | F. Gratton | 26 | Meadowville.... |
| " 15. | 11.55 | 28 | Mixed | R. A. McDonald | H. Stewart | 13 | 2 miles east of Sylvester's |
| " 16. | 8.00 | " | " | " | " | " | 1 mile west of St. Cyrille |
| " 26. | 14.38 | 33 | Express | Geo. Johnston | R. Mitchell | 173 | Aston Junction.... |
| " 26. | 24.54 | 26 | " | W. J. Dickson | " | " | Stewiacke..... |
| " 27. | 17.40 | 33 | " | W. A. Mitchell | Louis Dutil | 98 | St. Lambert..... |
| Mar. 1. | 16.30 | 28 | " | W. J. Dickson | Theo. Wilkins | 238 | Penobscquis..... |
| " 10. | 8.45 | " | Special | D. J. McDonald | A. B. Purdy | 222 | Pirate Harbour.... |
| " 11. | 5.00 | " | " | A. A. McNeil | D. Matheson | 177 | Orangedale..... |
| " 11. | 19.10 | " | " | J. E. Fleming | J. C. McKay | 263 | 2 miles east of Ferrona |
| " 12. | 23.25 | 69 | Express | C. J. Rhodes | W. Lovett | 56 | Rockingham..... |
| " 21. | 13.00 | " | Special | A. Gauvreau | Emile Roy | 204 | St. Hyacinthe.... |
| " 24. | 9.15 | " | Pilot | A. Arcand | Geo. Roberge | 182 | Fitch's Siding.... |
| April 1. | 21.30 | 33 | Express | A. McLellan | R. Bulmer | 235 | Moncton yard..... |
| " 1. | 6.57 | 33 | " | E. McKenna | G. Topping | 74 | St. Fabien..... |
| " 5. | 9.30 | 7 | " | J. H. Sproul | C. F. Whitney | 55 | St. John..... |
| " 5. | 19.30 | " | Special | R. Doyle | A. Robbins | 142 | Milford..... |
| " 8. | 12.50 | " | " | A. Philips | H. McDonald | 79 | Rockingham..... |
| " 10. | 11.00 | " | " | W. A. Warman | D. Cool | " | 5 mls. west Berry's Mills |
| " 15. | 7.45 | 152 | Express | A. Bouchard | Geo. Fendlay | 198 | Montreal..... |
| " 16. | 8.50 | 152 | " | J. Bouthillette | G. Goddard | 197 | St. Madeline..... |
| " 18. | 16.25 | " | Shunter | " | John Hessian | 95 | Richmond..... |
| " 28. | 2.15 | " | " | R. Redmond | C. Coleman | 190 | " |
| " 29. | 21.15 | 75 | Freight | A. Dumas | N. Henry | 249 | Chaudiere Junction.. |
| " 30. | 20.00 | " | Special | M. McGillivray | J. H. Shaw | 218 | New Glasgow..... |
| " 30. | 20.45 | " | " | P. Dumas | F. Berube | 269 | St. Fabien..... |
| May 1. | 5.25 | " | " | Geo. Armstrong | H. Cameron | 234 | Sussex..... |
| " 1. | 7.00 | 40 | Freight | Jas. Swetman | W. F. Smallwood | 298 | Herbert's Siding.... |
| " 2. | 18.05 | 24 | " | L. Hicks | W. Gross | 284 | Thomson..... |
| " 3. | 15.15 | " | Special | Geo. Armstrong | L. Bradshaw | 266 | Springhill Junction |
| " 7. | 6.15 | " | " | J. S. Nickerson | H. Cameron | 119 | Palmer's Pond..... |
| " 9. | 12.20 | " | " | D. J. McDonald | Harry Thompson | 221 | New Glasgow..... |
| " 28. | 21.30 | 40 | Freight | J. C. Ayer | J. Williamson | 298 | Jacquet River..... |
| June 1. | 5.55 | 75 | " | V. Camuel | A. Matthews | " | St. Octave..... |
| " 4. | 5.00 | " | Special | G. A. McKay | A. Henderson | 221 | New Glasgow..... |
| " 5. | 17.30 | " | " | A. Bonneau | F. Goddard | 207 | 1 mile west of St. Bazile |
| " 10. | 21.00 | " | Shunter | " | C. Skinner | 189 | Richmond yard..... |
| " 17. | 13.15 | 57 | Freight | Thos. Guinan | T. W. Hennessy | 275 | 1 mile west of Richmond |
| " 23. | 10.00 | " | Shunter | " | Geo. Spear | 105 | St. John yard..... |
| " 27. | 14.15 | " | Special | R. H. Wilkins | H. McDonald | 210 | Grand Narrows..... |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ended June 30, 1904—*Continued.*

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|-------------------------|--------------------------------|-----------------------------------------------------------------------|------------------------------------|-------------------------------------------------------------------|
| G. Papaluce | Passenger..... | Train derailed | Face and hand slightly injured | Accidental. That death resulted from pneumonia. Accidental. |
| G. Catalano | " | " | Slightly injured. | |
| P. Aditka | " | " | Chest and head injured. | |
| Matti Aroid | " | " | Slightly injured. | |
| G. Sisti | " | " | Head cut. | |
| G. Marensi | " | " | Head injured. | |
| Robt. Williams | Brakeman | While tightening steam coupling | Thumb crushed. | |
| Odilon Filion | " | While shunting | Hand injured | |
| F. White | " | While coupling cars | Hand bruised | |
| S. L. Briggs | " | Fell from train | Fatal | |
| Jas. McDonald | Passenger | Jumped from train while in motion. | " | Accidental. |
| Jos. Fortier | Neither | Found dead on track | " | |
| Z. Martel | " | Train struck team while crossing track. | Hip injured. | |
| B. Anthony | Passenger | Fell from train | Slightly injured. | |
| G. McDonald | Brakeman | While in act of getting on train. | Head cut. | |
| Geo. Brown | Fireman | While taking side rod off engine. | Thumb cut. | |
| W. Leithhead | Brakeman | Slipped from top of box car | Ankle injured | |
| John A. McLean | Neither | Found on track | Fatal | |
| Jos. Solon | " | " | " | |
| C. Steele | Brakeman | Fell from car | Ankle injured | |
| A. Gauvreau | Conductor | " | Feet and hip injured. | No inquest. |
| F. Nolin | Brakeman | While shunting | Thigh crushed; died April 1, 1904. | |
| W. F. Daley | Neither | Fell while getting off train in motion. | Fatal | |
| Rev. M. Audit | " | " | Leg broken | |
| Bernard Callaghan | " | While walking on track, struck by engine. | Fatal | |
| Roland Ross | " | While walking on track, struck by train. | " | |
| F. Boomer | Brakeman | While uncoupling cars | Finger injured. | |
| A. Laviolette | " | Fell between cars | Fatal | |
| Vital Magrau | Neither | Struck by train | Face bruised | |
| A. Maconnelle | Passenger | Jumped off train in motion. | Face and hands scratched. | No inquest. |
| H. Osbrune | Shunter | While coupling cars | Finger crushed. | |
| Geo. McDonald | Switchman | Struck by cars | Fatal | |
| Jos. Lemieux | Brakeman | While coupling cars | Arm injured | |
| A. Costa | " | Walked over end of box car | Leg injured. | |
| Philippe Boulet | Fireman | While placing engine at water tank. | " | |
| Titus Eagles | " | While cleaning fire box | Finger injured. | |
| John Stephenson | Brakeman | While shunting | " | |
| Roland H. Clark | " | Fell while shunting | Chin injured | |
| J. D. Elliott | " | While standing on steps of engine came in contact with van on siding. | Head cut. | Accidental. |
| J. E. Moore | " | While coupling cars | Hand injured | |
| H. Sullivan | Neither | While walking on track, struck by train. | Foot cut off. | |
| Alex. Burns | Passenger | Fell off train in motion | Hand cut off | |
| Antoine Ouellet | Neither | While crossing track, struck by train. | Fatal | |
| B. Dempsey | Brakeman | While riding on side of car, struck by switch. | Arm injured | |
| W. Walling | Fireman | Fell from engine | Badly injured | |
| W. McNeil | Shunter | While coupling cars | Hand injured | |
| Jas. Jamp | Neither | Struck by train while crossing track. | Head injured | |
| Beverley Hines | " | Fell while getting on car | Two toes cut off. | |
| A. H. McDonald | Brakeman | While shunting | Finger injured | |

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WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
 MONCTON, N.B., September 15, 1904.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended June 30, 1904.

No. 1.—Revenue Account.

No. 2.—Maintenance of way and works.

No. 3.—General balance.

No. 4.—Statements of earnings.

I also send you the report of the engineer of maintenance on the condition of the permanent ways and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings show a considerable increase, as follows:—

| | |
|---------------------------|--------------------|
| Earnings, 1903-04.. . . . | \$53,634 05 |
| Earnings, 1902-03.. . . . | 42,560 81 |
| Increase.. . . . | <u>\$11,073 24</u> |

The increase was in freight traffic. There was a slight decrease in passenger traffic.

The net earnings for the year were \$29,352.96.

The permanent way and works received necessary repairs and are in good order.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,
General Manager, Government Railways.

Collingwood Schreiber, Esq., C.M.G.,
 Deputy Minister and Chief Engineer,
 Department Railways and Canals,
 Ottawa, Ont.

SESSIONAL PAPER No. 20

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, year ended June 30, 1904.

| Previous Year. | Expenditure. | Year ended June 30, 1904. | Previous Year. | Earnings. | Year ended June 30, 1904. |
|----------------|---------------------------|---------------------------|----------------|-------------------------|---------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 17,843 19 | Main. of way and works .. | 24,281 09 | 14,747 39 | Passenger traffic | 14,527 58 |
| 24,717 62 | Balance | 29,352 96 | 26,661 58 | Freight traffic..... | 37,950 95 |
| | | | 1,151 84 | Mails..... | 1,155 52 |
| 42,560 81 | | 53,634 05 | 42,560 81 | | 53,634 05 |

E. & O. E.,
 MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works, year ended June 30, 1904.

| Previous Year. | | Year ended June 30, 1904. |
|----------------|---------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 11,427 84 | Repairs of track | 10,117 96 |
| 372 96 | Rails and fastenings..... | 5,050 13 |
| 1,972 67 | Ties | 2,724 27 |
| 584 36 | Bridges..... | 1,587 51 |
| 22 14 | Signals | 46 80 |
| 544 66 | Culverts, cattle guards, &c .. | 1,999 03 |
| 617 80 | Wharf at Windsor | 7 50 |
| 477 36 | Buildings and platforms..... | 604 65 |
| 14 63 | Hand-cars and trollies | 7 10 |
| 337 54 | Removing snow and ice..... | 541 23 |
| 170 20 | Tools and repairs of same..... | 191 90 |
| 617 65 | Fencing | 216 29 |
| 637 11 | Accountant's office and expenses..... | 1,078 69 |
| 46 27 | Miscellaneous | 108 03 |
| 17,843 19 | | 24,281 09 |

E. & O. E.,
 MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

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No. 3.—WINDSOR BRANCH RAILWAY.

| DR. | | | GENERAL BALANCE, year ended June 30, 1904. | | | CR. | | |
|-----------|-----------------|----------|--------------------------------------------|--------------------------|----------|-------|--|----------|
| 1904. | | \$ cts. | 1904. | | \$ cts. | 1904. | | \$ cts. |
| June 30.. | To Stores | 5,898 64 | June 30.. | By Dominion account. ... | 6,051 85 | | | |
| | Old rails | 45 01 | | | | | | |
| | D. A. Ry..... | 108 20 | | | | | | |
| | | 6,051 85 | | | | | | 6,051 85 |

E. & O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY Statement of Receipts One-third Earnings.

| Month. | | Passenger Traffic. | Freight Traffic. | Mails. | Totals. |
|---------------|---------|--------------------|------------------|----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July, 1903 | ..... | 1,672 84 | 2,055 09 | 96 91 | 3,824 84 |
| August | " | 1,912 90 | 2,152 00 | 96 91 | 4,161 81 |
| September | " | 2,564 80 | 4,337 16 | 96 90 | 6,998 86 |
| October | " | 1,427 89 | 5,521 69 | 96 91 | 7,046 49 |
| November | " | 852 56 | 5,007 20 | 96 90 | 5,956 66 |
| December | " | 1,015 65 | 3,032 79 | 96 91 | 4,145 35 |
| January, 1904 | ..... | 678 11 | 2,861 42 | 95 68 | 3,635 21 |
| February | " | 643 74 | 3,000 33 | 95 68 | 3,739 75 |
| March | " | 743 36 | 3,565 74 | 95 68 | 4,404 78 |
| April | " | 785 57 | 2,489 01 | 95 68 | 3,370 26 |
| May | " | 927 61 | 2,638 93 | 95 68 | 3,662 22 |
| June | " | 1,302 55 | 1,889 59 | 95 68 | 3,287 82 |
| | | 14,527 58 | 37,950 95 | 1,155 52 | 53,634 05 |

E. & O. E.,
MONCTON, N.B., June 30, 1904.

T. WILLIAMS,
Chief Acct. and Treasurer.

WINDSOR BRANCH RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,
MONCTON, N.B., September 10, 1904.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor Branch for the year ending June 30, 1904.

TRACK.

During the past year 5,357 feet of 4-inch and 2,527 feet of 4½-inch rails were taken up, and 5,117 feet of 4-inch, 1,617 feet of 4½-inch, and 1,150 feet of 4¼-inch rails were cut and relaid.

TIES.

Ten thousand two hundred and ten ordinary ties, and three sets of switch ties were renewed during the year.

BALLASTING.

Two hundred cubic yards of ballast were distributed and put under during the year.

SEMAPHORES AND SWITCHES.

During the year necessary repairs were made to existing switches and semaphores throughout the line where required.

FENCING.

Forty rods of new page wire fence were built during the year, and repairs made to existing fences where necessary.

BUILDINGS AND PLATFORMS.

Repairs.

Windsor, passenger elevators.
Windsor, station.
Windsor, track scales.
Windsor, freight shed.
Hartville, freight platform.
Newport, freight shed.
Newport, station.
Beaver Bank, freight platform.

New Work.

Beaver Bank, cattle pen.
Ellershoushe, cattle pen.
Windsor, hardwood floor in freight offices.
20—i—9½

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MASONRY.

Repairs.

Beaver Bank station, cellar wall.

WHARFS AND TRESTLES.

Repairs.

Windsor, wharf.
Ellershous, cribwork.

BRIDGES AND CULVERTS.

Repairs.

Beaver Bank, culvert.

New Work.

Stillwater, culvert, wooden.
Garlands, culvert, wooden.

MASONRY.

Repairs.

Three and one-half miles Windsor station, Daley's bridge.
One-half mile east Beaver Bank station, small bridge.
East Beaver Bank station, small bridge.
One-half mile west Beaver Bank station, Feely's culvert.
Two miles west Beaver Bank station, Fenerty's culvert.
One-quarter mile east South Uniacke station, culvert.
One and one-half miles west Newport, Daley's bridge.
Two miles east Windsor, Wilkin's bridge.
Garland's Crossing, culverts.
Three miles east Windsor, Seivright's culvert.
Three Mile Plains, small bridge.
Ponkook Crossing, culvert.
Three miles east Windsor station, Sharpe's bridge.

General.

Repairs were made to cattle-guards and crossings where required.
New glass put in and necessary glazing done to windows where needed.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE.

Engineer of Maintenance of Ways and Works.

J. E. PRICE, Esq.,
General Superintendent,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., September 19, 1904.

SIR,—I have the honour to submit the following reports on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1904.

I inclose the report of the superintendent, including statements of the various accounts; also the report of the chief engineer on the works charged to capital account.

The mileage of the railway was the same as last year—209 miles.

The expenditure on capital account during the year was \$698,877.47. This makes the total cost of the railway on June 30, 1904, \$6,128,116.80.

Of the expenditure during the year \$226,248.22 was on account of the Murray Harbour branch, and \$418,982.76 for the Hillsborough bridge, which is a part of that branch.

The results of operating the railway are much less favourable than last year, the working expenses being \$335,695.44, and the gross earnings \$234,390.03, a loss of \$101,305.41 as compared with the previous year, when the loss was \$41,923.58.

The gross earnings increased \$16,675.79 over last year, \$7,141.37 in passenger traffic, \$7,541.87 in freight traffic, and \$1,992.55 in mail and sundries.

There was an increase of \$76,057.62 in the working expenses compared with last year.

The permanent way and works and the rolling stock are in a state of efficiency.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,
General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Railways and Canals,
Ottawa, Ont.

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PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., Sept. 14, 1904.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1904.

I also inclose the report of the Mechanical Superintendent, and the following statements prepared by the accountant and auditor and the mechanical accountant and storekeeper :—

No. 1. Capital account.

2. Revenue account.

3. Locomotive power (abstract No. 1).

4. Car expenses (abstract No. 2).

5. Maintenance of ways and works (abstract No. 3).

6. Station expenses (abstract No. 4).

7. General charges (abstract No. 5).

8. General store account.

9. General balance.

10. Comparative statement of averages.

A. Monthly statement of the cost of locomotive power.

B. Statement of performance and consumption of locomotives.

C. Monthly statement of car mileage.

D. Statement showing the number of locomotives, cars, snow ploughs and flangers.

E. Comparative statement of the expenses of the mechanical department.

The mileage of the railway in operation is the same as last year, 209 miles.

CAPITAL ACCOUNT.

The total expenditure to June 30, 1903, was \$5,429,239 33

The additions during the year were as follows :—

| | |
|-------------------------------------------------------------|------------|
| Station at Alberton | 24 00 |
| Baggage room at Souris | 399 82 |
| Station at Fredericton | 619 76 |
| Station and land at Albany | 808 74 |
| Station and additional accommodation at Kinkora | 949 45 |
| Addition to freight shed and grading Hunter river | 997 75 |
| Stations at Northam and Richmond | 1,338 84 |
| Survey to Montague Bridge | 1,942 54 |
| Coal shed and widening wharf at Summerside | 1,997 86 |
| Increased accommodation at Charlottetown | 3,291 69 |
| Straightening line, Blue Shank | 3,995 93 |
| Improvement to water service | 4,804 07 |
| Straightening line at Curtis creek | 10,895 74 |
| Applying air brakes and signals | 21,580 30 |
| Murray Harbour branch | 226,248 22 |
| Hillsborough Bridge | 418,982 76 |

Making the total cost on June 30, 1904 \$6,128,116 80

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Alberton station.—Tenders were called for a new building, and a contract let for the work to be done during the current year.

Baggage room, Souris.—A new building was erected adjoining the station building.

Station at Fredericton.—A new standard caretaker's building with a waiting-room and a room for freight was provided on the location of the old building; the latter was only a shelter.

Station at Albany.—Additional land was purchased, and a standard caretaker's station was erected with separate rooms for freight and passengers.

Station at Kinkora.—A standard caretaker's station was erected, with accommodation for both freight and passengers, and the grounds about the station were graded as required.

At Hunter River.—The freight shed was enlarged, and the station grounds were graded.

At Northam and Richmond.—Caretakers' stations were built, providing accommodation for both passengers and freight.

Survey at Montague bridge.—See the chief engineer's report.

Coal shed at Summerside.—An addition to the present building was provided, sufficient to store about seven hundred tons of coal, and the wharf was widened for the building.

At Charlottetown.—A fill has been commenced on the property purchased from the provincial government, and sidings have been erected thereon to provide needed increased accommodation.

Straightening line at Blue Shank.—This work was carried over from last year, and is now completed and in operation.

Water service.—Overhead tanks for watering locomotives, and for carrying water into stations, are being provided where needed and where practicable. The work is continued into the current year.

Straightening line at Curtis Creek.—This work consists of grading 4,000 feet, and of building a stone culvert to take the place of an iron bridge. The improvement consists of saving 3,090 feet of track, of cutting out two 9 degree curves, one 6 degree and one 5 degree. The new line will be practically straight. The works extends into the current year for completion.

Air brakes and signals.—The latest improved Westinghouse air brakes and signals are being applied to all the rolling stock.

Murray Harbour Branch.—The line has been extended to Murray Harbour, the rails are all laid except one mile, and the ballasting nearly all done.

Hillsborough bridge.—The work of erecting the iron spans and of making the earth approaches is progressing favourably. Details are furnished by the chief engineer of this, as well as the Murray Harbour Branch.

REVENUE ACCOUNT.

The earnings continued to increase. Trade in general throughout the province was good, and the crops above the average. The crops for the current year are below the average and a decline in revenue as a result is anticipated.

The gross earnings and working expenses for the year compare as follows :—

| | |
|--------------------------|---------------------|
| Gross earnings.. . . . | \$234,390 03 |
| Working expenses.. . . . | 335,695 44 |
| Difference.. . . . | <u>\$101,305 41</u> |

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The gross earnings compare with the previous year as follows :—

| | |
|-------------------|--------------|
| In 1902-1903..... | \$217,714 24 |
| 1903-1904..... | 234,390 08 |
| Increase..... | \$ 16,675 79 |

The earnings from passenger traffic compare as follows :—

| | |
|-------------------|--------------|
| In 1902-1903..... | \$ 95,237 12 |
| 1903-1904..... | 102,378 49 |
| Increase..... | \$ 7,141 37 |

The earnings from freight traffic compare as follows :—

| | |
|-------------------|--------------|
| In 1902-1903..... | \$106,519 72 |
| 1903-1904..... | 114,061 59 |
| Increase..... | \$ 7,541 87 |

The earnings from mails and sundries compare as follows :—

| | |
|-------------------|--------------|
| In 1902-1903..... | \$ 15,957 40 |
| 1903-1904..... | 17,949 95 |
| Increase..... | 1,992 55 |

The number of passengers carried compare as follows :—

| | |
|-------------------|---------|
| In 1902-1903..... | 205,265 |
| In 1903-1904..... | 224,567 |
| Increased..... | 19,302 |

The weight of freight carried compares as follows :—

| | |
|-------------------|--------|
| | Tons. |
| In 1902..... | 80,582 |
| In 1903-1904..... | 86,286 |
| Increase..... | 5,704 |

WORKING EXPENSES.

The working expenses compare with the previous year as follows :—

| | |
|-------------------|--------------|
| In 1902-1903..... | \$259,637 82 |
| In 1903-1904..... | 335,695 44 |
| Increase..... | \$ 76,057 62 |

This increase is principally the result of two large locomotives purchased and charged to revenue \$19,600, removing snow and ice in consequence of a severe winter, \$7,300, increased consumption of fuel \$16,000, increase in wages during the year \$24,100, and an increase in the renewal of ties to the extent of \$12,000.

SESSIONAL PAPER No. 20

The averages compare with the previous year as follows :—

Per mile run by engines.

| | Cents. |
|------------------------|--------|
| In 1902-1903.. | 66'58 |
| In 1903-1904.. | 82'68 |

Per mile run by trains.

| | |
|------------------------|--------|
| In 1902-1903.. | 89'14 |
| In 1903-1904.. | 108'01 |

Expenditure per mile of railway.

| | |
|------------------------|------------|
| In 1902-1903.. | \$1,242 29 |
| In 1903-1904.. | 1,606 09 |

TRACK.

Sixty thousand railway ties, 30 sets of switch ties, and 40 switch headblocks with frames were renewed, and 1,700 cull ties were used in yards and sidings. Three and one-half miles of 56 lb. steel rails were laid to replace 50 lb. steel rails, and 140 feet of 56 lb. steel rails were laid in scale track siding at Summerside. One steel frog and 144 feet of 56 lb. steel rails were laid in track at Cardigan ballast pit. One thousand, four hundred and forty feet 50 lb. steel rails were relaid in yard at Georgetown. The curves on three sections were recentred with transit, and where possible easements were put in at the ends. During the year repairs were made to ten hand cars ; eight new lorry tops were built ; 6 new track levels and 4 new straight edges made.

SIDINGS.

At Smallman's Mill, near Conway, a newsiding of 150 feet was put in.
 At Kensington a siding, 525 feet long, was rebuilt.
 At Kelvin, siding 300 feet long was rebuilt.
 At Kinkora, siding was extended 275 feet.
 At Albany, siding was extended 342 feet.
 At Morell, siding was extended 120 feet.

FENCING.

There were 74,347 feet of page wire erected on cedar posts ; 3,365 feet barbed and web wire fence, and 6,443 feet snow fence rebuilt, and temporary snow fences erected during the winter where most needed.

All other fences received necessary repairs.

One hundred farm gates were renewed.

BALLASTING.

1,237 cars ballast were distributed in places where most needed, and 237 cars clay used in grading station yards and widening embankments.

BRIDGES AND CULVERTS.

At Tignish, Pig Brook bridge had top painted and ten hard pine ties renewed.

At Bloomfield, Trout Brook bridge had top painted, and 10 hard pine ties renewed.

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At Alberton, Huntley river bridge had top painted.

At Kelvin, top of bridge painted, and 20 hard pine ties put in.

Johnson's bridge, near Kelvin, had top painted.

Near Cardigan, bridge had new abutments built, and 4 hard pine ties renewed.

All bridges that required repairs were attended to.

Near Cardigan, one iron pipe culvert, 60 feet long, and 2 feet in diameter was put in to replace old culvert which was worn out.

Twenty-eight wooden culverts were rebuilt with cedar.

Eighteen culverts were repaired by the use of 25 barrels of cement, and six cars hard stone.

Twenty-six cattle-guards were rebuilt.

WHARFS AND BREASTWORKS.

At Summerside, the following material was used in making a temporary slip for ss. 'Stanley': 100 cubic feet 12-inch x 12-inch hemlock timber, 600 B.M. spruce deals, and one keg of nails.

At Charlottetown, the following material was used in repairing the wharf:—2,850 cubic feet 12-inch x 12-inch hemlock timber, 500 butt bolts 20 inches long, 8 cars clay, and 2 cars brush. Two hundred cubic feet 12-inch x 12-inch hemlock timber, and 30 butt bolts 20 inches long were used for breastworks.

BUILDINGS AND PLATFORMS.

Tignish.—An addition of 20 feet was built to coal lift. A new fence was erected in front of agent's dwelling. Station platform received necessary repairs.

Alberton.—Agent's dwelling was painted, and received necessary repairs.

Ellesslie.—Roof of station was reshingled, and inside of station sheathed. New sills were placed under building, and necessary repairs made.

Northam.—A new caretaker's station, 40 feet by 20 feet, was built. Material used for foundation: 5 pieces 12-inch by 12-inch hemlock, 20 feet long.

Richmond.—A new caretaker's station, 40 feet by 20 feet, was built. Material used in foundation: five pieces hemlock 12 inches by 12 inches, 20 feet long. A great deal of grading had to be done at both Northam and Richmond.

Wellington.—A new water closet was furnished.

Miscouche.—Roof of station was reshingled, and a new water closet furnished.

Summerside.—The following material was used in foundation for extension to coal shed: 48 creosoted piles, 24 feet long, 225 cubic feet 12-inch by 12-inch hard pine, 500 cubic feet 12-inch by 12-inch hemlock timber, 13 hardwood piles 30 feet long, 500 B.M. feet hemlock plank, 200 butt bolts 22 inches long, 60 screw bolts 15 inches long, and 32 iron plates 3 feet long.

Kensington.—Agent's dwelling received necessary repairs, and a new cattle pen was erected.

Barbara West.—Flag station was rebuilt, and a new platform built.

Kelvin.—Station was moved from old track to new one and rebuilt.

Emerald.—Agent's dwelling received necessary repairs.

Kinkora.—New caretaker's station, 40 feet by 20 feet, was built, and six pieces 12-inch by 12-inch cedar, 20 feet long, were used in foundation.

Albany.—A new caretaker's station, 40 feet by 20 feet, was built. Material used in foundation of same: 6 pieces, 12-inch by 12-inch cedar, 20 feet long. Considerable grading had to be done at both Kinkora and Albany.

Cape Traverse.—Roof and front of station was reshingled, and necessary repairs made.

Fredericton.—A new caretaker's station, 40 feet by 20 feet, was built. Material used in foundation of same: 6 pieces cedar 12 inches by 12 inches, 20 feet long.

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Hunter River.—An extension of 35 feet was built to freight house, and building raised ten inches. Station was painted. Agent's dwelling received necessary repairs.

North Wiltshire.—A new gravel roof was put on freight house, and necessary repairs made to station.

Charlottetown.—The following material was used in making repairs to coal shed: 425 cubic feet 12-inch by 12-inch hemlock, 20 pieces 10-inch by 12-inch cedar, 12 feet long, 1,500 B.M. feet hemlock plank, two kegs nails, 25 pounds nails, 20 screw bolts 15 inches long, and 8 iron plates 3 feet long. In making repairs to station platform, 1,500 B.M. feet hemlock plank, and one keg nails were used.

Morell.—New doors and windows were placed in baggage room.

Souris.—A new office was built in warehouse on wharf. Two pits were rebuilt in engine house. A new baggage room, 40 feet by 20 feet, was built on foundation of concrete piers. Agent's office was sheathed. Second-hand turntable was placed in engine house to replace wooden one, and roof of engine house reshungled.

Georgetown.—New pit was built. Roof of engine house was reshungled, and necessary repairs made to freight house and office on wharf.

STORES.

| | |
|-------------------------------------------------------|--------------|
| The value of stores purchased, including rails, was.. | \$213,181 13 |
| The value of stores used was..... | 252,737 23 |
| The value of old material sold was..... | 25,327 83 |

The value of stores on hand at the end of the year was:

| | |
|---------------------------------|--------------------|
| Ordinary stores..... | \$27,357 97 |
| Fuel..... | 20,020 97 |
| Steel rails and fastenings..... | 12,732 63 |
| Old material for sale..... | 39,698 20 |
| | <u>\$99,809 77</u> |

GENERAL.

The rolling stock, roadbed and buildings have all received necessary attention, and have been maintained in a proper state of efficiency.

I inclose a return of minor casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

G. A. SHARP,
Superintendent.

D. Pottinger, Esq., C.I.S.O.,
General Manager, Canadian Government Railways,
Moncton, N.B.

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PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during the year ended June 30, 1904.

| Cause of Accident. | PASSENGERS. | | EMPLOYEES. | | OTHERS. | | TOTAL. | |
|--------------------------------------------------------------|-------------|----------|------------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Fell from cars or engine | | | | 2 | | | | 2 |
| 2. Jumping on or off trains or engines when in motion. | | | | | | | | |
| 3. At work on or near the track making up trains. | | | | | | | | |
| 4. Putting arms or heads out of windows. | | | | | | | | |
| 5. Coupling cars. | | | | 2 | | | | 2 |
| 6. Collision, or by trains thrown from track. | | | | | | | | |
| 7. Struck by engines or cars on highway crossing. | | | | | | | | |
| 8. Walking, standing, lying, sitting or being on track. | | | | | | | | |
| 9. Explosions. | | | | | | | | |
| 10. Striking bridges. | | | | | | | | |
| 11. Other causes. | | | | 13 | | | | 13 |
| Total. | | | | 17 | | | | 17 |

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No. 1.—PRINCE EDWARD ISLAND RAILWAY.

| Dr. | CAPITAL ACCOUNT. | | Cr. |
|-------------------------------------------------------------|------------------|---------------------------------------|--------------|
| | \$ cts. | \$ cts. | |
| 1903. | | | |
| June 30... To cost of road and equipment to date..... | 5,429,239 33 | By Dominion of Canada..... | 5,429,239 33 |
| 1904. | | | |
| June 30... To expenditure, year ended June 30, as follows:— | | June 30... By Dominion of Canada..... | 698,877 47 |
| Station at Alberton..... | 24 00 | | |
| Baggage room at Souris..... | 399 82 | | |
| Station at Fredericton..... | 619 76 | | |
| Station and land at Albany..... | 808 74 | | |
| Additional accommodation, Kinkora..... | 949 45 | | |
| Increased accommodation, Hunter River..... | 997 75 | | |
| Stations at Northam and Richmond..... | 1,338 84 | | |
| Survey to Montague bridge..... | 1,942 54 | | |
| Coal shed and widening wharf, Summer-side..... | 1,997 86 | | |
| Increased accommodation, Charlottetown..... | 3,291 69 | | |
| Straightening line, Blueshank..... | 3,995 93 | | |
| Improvements in water service..... | 4,804 07 | | |
| Straightening line, Curtis Creek..... | 10,895 74 | | |
| Workinghouse air brakes and signals..... | 21,580 30 | | |
| Murray harbour branch..... | 226,248 22 | | |
| Hillborough bridge..... | 418,982 76 | | |
| | 698,877 47 | | |
| | 6,128,116 80 | | 6,128,116 80 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1904.

4-5 EDWARD VII., A. 1905

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for Year ended June 30, 1904.

CR.

| Previous Year. | Expenditure. | Year ended June 30, 1904. | Previous Year. | Receipts. | Year ended June 30, 1904. |
|----------------|--------------------------------------------------------|---------------------------|----------------|---------------------------|---------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 73,052 05 | Locomotive power, per Abstract No. 1..... | 115,474 46 | 95,237 12 | Passenger traffic..... | 102,378 49 |
| 49,948 05 | Car expenses, per Abstract No. 2..... | 54,345 93 | 106,519 72 | Freight traffic..... | 114,061 59 |
| 81,352 13 | Maintenance of ways and works, per Abstract No. 3..... | 103,826 40 | 15,957 40 | Mails and sundries..... | 17,942 95 |
| 42,304 07 | Station expenses, per Abstract No. 4..... | 46,455 93 | 217,714 24 | Total receipts..... | 234,390 03 |
| 12,981 52 | General charges, per Abstract No. 5..... | 15,592 72 | 41,923 58 | Balance..... | 101,306 41 |
| 259,637 82 | Totals..... | 335,695 44 | 259,637 82 | Totals..... | 335,695 44 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1904.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER.—(Abstract No. 1.)

| Previous Year. | Details. | Year ended June 30, 1904. |
|----------------|---------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 2,406 38 | Mechanical superintendent's salary, clerks, office and travelling expenses..... | 2,447 04 |
| 24,033 50 | Wages of drivers, firemen and cleaners..... | 30,951 53 |
| 23,082 65 | Fuel..... | 39,067 03 |
| 1,913 55 | Oil, tallow, waste and small stores..... | 2,080 29 |
| 18,486 21 | Repairs to engines, tenders and engine tools..... | 37,843 48 |
| 951 16 | Water, including pump and tank repairs..... | 554 62 |
| 2,178 60 | Miscellaneous..... | 2,530 47 |
| 73,052 05 | Totals..... | 115,474 46 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1904.

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No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES.—(Abstract No. 2.)

| Previous Year. | Details. | Year ended June 30, 1904. |
|-------------------|--------------------------------------------------------------|---------------------------------|
| \$ cts. | | \$ cts. |
| 6,354 23 | Repairs to passenger cars..... | 6,156 88 |
| 5,822 78 | " postal, express and baggage cars..... | 1,469 61 |
| 9,856 09 | " freight cars and vans..... | 7,808 32 |
| 611 90 | " snow ploughs and flangers..... | 1,540 00 |
| 21,743 64 | Wages of conductors, train baggage masters and brakemen..... | 30,738 30 |
| 594 79 | Oil and waste for packing..... | 660 90 |
| 3,548 04 | Small stores and fuel..... | 4,432 35 |
| 1,414 58 | Miscellaneous..... | 1,539 57 |
| 49,948 05 | Totals..... | 54,346 93 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1904.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

| Previous Year. | Details. | Year ended June 30, 1904. |
|-------------------|------------------------------------------------------------------|------------------------------|
| \$ cts. | | \$ cts. |
| 334 91 | Engineer's salary, clerks, office and travelling expenses..... | 331 42 |
| 45,096 35 | Wages in repairing roadway, fences and semaphores..... | 49,047 56 |
| 5,070 20 | Rails, chains and spikes..... | 2,624 10 |
| 12,200 15 | Ties..... | 25,083 29 |
| 3,378 92 | Timber and lumber for repairs to bridges, cattle guards, &c..... | 4,834 88 |
| 2,851 39 | Repairs to wharfs..... | 2,618 43 |
| 6,285 96 | Repairs to buildings and platforms..... | 5,976 55 |
| 1,654 38 | Repairs to tools..... | 1,520 05 |
| 4,480 87 | Clearing ice and snow..... | 11,790 12 |
| 81,352 13 | Totals..... | 103,826 40 |

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1904.

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No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

| Previous Year. | Details. | Year ended June 30, 1904. |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 33,771 43 | Salaries and wages of stationmasters, agents, clerks, telegraph operators, station baggagemasters, yardmasters, switchmen, watchmen and labourers. | 37,461 34 |
| 8,532 64 | Fuel, oil, light stationery and other incidental expenses. | 8,994 59 |
| 42,304 07 | Totals. | 46,455 93 |

CHARLOTTETOWN, P.E.I., June 30, 1904.

W. T. HUGGAN,
Accountant and Auditor.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

| Previous Year. | Details. | Year ended June 30, 1904. |
|----------------|-----------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 6,774 85 | Superintendent's and train despatchers' salaries, clerks, office and travelling expenses. | 7,804 84 |
| 5,180 57 | Accountant and auditors', paymasters' and cashiers' salaries, office and travelling expenses. | 5,558 51 |
| 296 90 | Advertising. | 377 40 |
| 337 55 | Damages to men, animals and goods. | 1,419 23 |
| 309 40 | Telegraph expenses (not including pay to operators). | 359 99 |
| 82 25 | Miscellaneous. | 72 75 |
| 12,981 52 | Totals. | 15,592 72 |

CHARLOTTETOWN, P.E.I., June 30, 1904.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF GENERAL STORES ACCOUNT, year ended June 30, 1904.

| 1904. | DR. | \$ cts. | \$ cts. |
|----------|----------------------------------------------|--------------|------------|
| June 30. | To Balance brought forward | | 107,999 15 |
| 1904. | | | |
| June 30. | Purchases during the year including rails .. | 213,181 13 | |
| | Charges from other departments | 29,836 72 | |
| | Pay rolls | 1,530 00 | |
| | | | 244,547 85 |
| | CR. | | 352,547 00 |
| June 30. | By Issues during the year | | 252,737 23 |
| | Balance. { Ordinary stores | \$ 26,905 47 | |
| | { Fuel | 20,020 97 | |
| | { Rails and fastenings on hand | 52,430 83 | |
| | { Old material serviceable | 452 50 | |
| | | | 99,809 77 |

CHARLOTTETOWN, P.E.I., June 30, 1904.

W. T. HUGGAN,

Accountant and Auditor.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

| DR. | GENERAL BALANCE. | | CR. | | |
|---------------------------------------|------------------|------|----------------------------|---------|----|
| | \$ | cts. | \$ | cts. | |
| General stores..... | 99,800 | 77 | Dominion account..... | 8,917 | 50 |
| Cash..... | 8,189 | 48 | Intercolonial Railway..... | 105,712 | 59 |
| Stations..... | 2,152 | 59 | John McDougall & Co..... | 718 | 75 |
| Post Office Department..... | 9,060 | 70 | I. C. Coal Mining Co..... | 16,159 | 05 |
| Militia Department..... | 306 | 75 | Through ticket ledger..... | 509 | 54 |
| Anglo-American Telegraph Company..... | 46 | 43 | | | |
| Judge Weatherbie..... | 30 | 00 | | | |
| Sidney Grey..... | 30 | 00 | | | |
| Railway Extension, Charlottetown..... | 812 | 83 | | | |
| Accident Insurance..... | 1,825 | 42 | | | |
| M. J. Haney..... | 6,546 | 35 | | | |
| W. Kitchen..... | 2,738 | 04 | | | |
| Rhodes, Currie & Co..... | 428 | 87 | | | |
| | 132,017 | 23 | | 132,017 | 23 |

CHARLOTTETOWN, P.E.I., June 30, 1904.

W. T. HUGGAN,

Accountant and Auditor.

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No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Years ended June 30, 1904 and 1903.

| Details. | 1904. | 1903. |
|-------------------------------------------------------------------------|-----------|-----------|
| Mileage of railway open..... | 209 | 209 |
| Engine mileage..... | 406,007 | 389,953 |
| Train mileage..... | 310,785 | 291,263 |
| Car mileage..... | 1,822,737 | 1,745,365 |
| Receipts per engine mile.....Cents. | 57.75 | 55.83 |
| " mile of railway.....Dollars. | 1,121.48 | 1,041.69 |
| Percentage of passenger earnings to gross receipts..... | 43.68 | 43.74 |
| " freight " "..... | 48.66 | 48.93 |
| " other " "..... | 7.66 | 7.33 |
| Expenses per engine mile:— | | |
| Drivers, firemen and cleaners' wages..... | 7.63 | 6.16 |
| Fuel..... | 9.62 | 5.92 |
| Oil, tallow, waste and small stores..... | .51 | .49 |
| Repairs to engines..... | 9.32 | 4.74 |
| Water and tank repairs..... | .14 | .24 |
| Miscellaneous..... | .62 | .56 |
| Mechanical superintendent's salary, office and travelling expenses..... | 27.84 | 18.11 |
| | 6.60 | .62 |
| Total.....Cents. | 28.44 | 18.73 |
| Locomotive power, per engine mile..... | 28.44 | 18.73 |
| Car expenses..... | 13.39 | 12.81 |
| Maintenance of way and works, per engine mile..... | 25.57 | 20.86 |
| Station expenses..... | 11.44 | 10.85 |
| General charges..... | 3.84 | 3.33 |
| Total per engine mile.....Cents. | 82.68 | 66.58 |
| Locomotive power, per train mile..... | 37.15 | 25.08 |
| Car expenses..... | 17.49 | 17.15 |
| Maintenance of way and works..... | 33.41 | 27.93 |
| Station expenses..... | 14.94 | 14.52 |
| General charges..... | 5.02 | 4.46 |
| Total per train mile.....Cents. | 108.01 | 89.14 |
| Working expenses, per mile of railway.....Dollars. | 1,606.09 | 1,242.29 |

CHARLOTTETOWN, P.E.I., June 30, 1904.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., September 13, 1904.

SIR,—I have the honour to submit the following report on capital account expenditures for the fiscal year ending June 30, 1904:—

MURRAY HARBOUR BRANCH.

The grading, structures, &c., between Mutch's Point and Murray river have been completed and all track laid and the line ballasted, with the exception of a short portion at Mutch's Point end. The contract has been let for the buildings and platforms, and the work is well under way. The portion of the line between Murray river and Murray harbour is being graded and the work is well advanced.

HILLSBOROUGH RIVER BRIDGE.

Superstructure.

North approach.—During the year 83 cribs have been placed along the toe of the slope, making the total number 151. There remain about 25 more to be built and placed to complete this work. A steam shovel has arrived, and will in a few days be placed at work in a borrow pit situated on the main line about 1½ miles from Charlottetown. The material will be transported by locomotives and cars to complete the embankment. A trestle has been built by the contractor extending from the shore to the north abutment for the purpose of doing this work.

Abutment A.—The foundation of this abutment was prepared by the pneumatic process. After the site had been bored and blasted, the material down to an elevation of 54'5 was removed by the dredge. The caisson was towed to the site September 12, 1903, and the timber work completed there. It was finally placed in its position on October 12. Concreting was begun September 23, and completed on October 17. Air was put on November 6, and the excavation completed on the 16th, when filling the pneumatic chamber with concrete began. This was completed on the 19th. The shoe finally resting at an elevation of 42'92. Stone masonry was begun November 22, and completed on December 9, the space outside the caisson due to dredging has been partly filled with mud. The completing of the mud protection, the riprapping and some pointing remain to be done.

Pier 3.—The stone masonry on this pier was completed July 14.

Pier 5.—Stone masonry was completed on this pier July 18.

Pier 6.—The foundation for this pier was prepared by the pneumatic process. The site was first bored and blasted and the material removed by the dredge to an elevation of 14'00. The caisson was towed to the site on August 24 and grounded in position on August 29. The concrete in the body of the pier was completed on September 10. Air was put on September 18, and the pneumatic excavation completed October 6, the shoe resting at an elevation of 7'37. The concrete in the air chamber was completed on October 11. The stone masonry pier was begun October 15, and completed on the 28th. The space outside the caisson in consequence of the dredging has been filled with mud to the original bed of the river. The riprapping yet remains to be done.

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Pier 7.—The foundation for this pier was prepared by the pneumatic process. The site being bored and blasted, the material was removed by dredging down to an elevation of 7'20. The caisson was moved to its site July 31, and was grounded and placed in position August 6. The concrete in the body of the pier was completed on August 19. Air was put on October 12, and the excavation completed October 28. Filling the air chamber with concrete began October 29 and was completed on November 4. Stone masonry was begun on November 5 and completed November 14, when a portion of the riprapping was done. The space around the caisson due to the dredging has been filled with mud to the original bottom. There remains the riprapping to complete.

Pier 8.—Stone masonry on this pier was completed July 18. Nearly all the riprapping required was done September 11 and 12.

Pier 11.—Nothing was done to this pier during the year; it was previously completed to the top of the cutwater. The stone masonry and the riprapping will be completed in a short time.

Abutment B.—The caisson was finally placed in its position July 3 and the stone masonry completed August 22. It has been protected with mud and the riprap completed.

South approach.—Nothing done.

General.—There remains yet some mud protection and riprapping of slack spots around nearly all the piers to be done. During the year 575,948 feet B.M. of timber and 204,964 pounds of iron have been placed in the work. 2,384 cubic yards of material have been excavated in pneumatic foundations, 8,412 cubic yards of concrete and 2,279 cubic yards of stone masonry were laid. 71 cribs have been built, 7,130 cubic yards of mud placed around pile foundations for protection, 10,575 cubic yards of riprap were placed around the piers and in the cribs. The contractor stopped work on December 15, 1903, and recommenced on May 18, 1904.

Superstructure.

A contract has been let for transporting and erecting the superstructure and putting on the floor and sidewalks of the bridge. Part of the metal work of the spans has been shipped from the Miramichi bridges and is partly delivered at Charlottetown. Part of the additional parts for floor and sidewalk brackets have also been shipped from the maker's works at Montreal, and the erecting stages and storing wharf is built at Charlottetown. A quantity of plant, scows, &c., are on the ground. The new swing span has been manufactured, but is not yet in place.

Connection between the Main Line of the P.E.I. Railway and the Hillsborough Bridge.

Grading was begun on June 1, and is now in progress. The embankments are being made up from materials borrowed near Curtis creek on the main line and transported by locomotive and cars. About 3,000 yards have been placed in the work, and all the track amounting to 0.44 miles laid.

To straighten line at Curtis' Creek.

The work of grading and building the structures on this division has been let by contract, and the grading is partly done, and a quantity of materials for the work delivered on the ground.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER, E-q.,

General Manager, Government Railways,
Moncton, N.B.

WM. B. MACKENZIE,

Chief Engineer.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT,
CHARLOTTETOWN, P.E.I., September 1, 1904.

G. A. SHARP, Esq.,
Superintendent.

DEAR SIR,—I beg to submit for your information the following statement of the operation of the Mechanical department for the year ended June 30, 1904.

The following is a summary of the principal work performed :—

LOCOMOTIVES

Four locomotives were purchased from the Canadian Locomotive Company, Kingston, Ontario, which are giving good satisfaction, and are a great addition to our rolling stock.

Eight engines received heavy repairs, and 12 engines specific repairs. Three engines on the Murray harbour branch received specific repairs.

One engine received new fire box, crossheads, motion, driving and truck boxes, and had all running gear renewed. Ten locomotive smoke stacks were built. Two thousand tubes were pieced and put into locomotives. Four tenders, 12 injectors, and 6 monitors were largely rebuilt. Four pop valves, 6 whistles, and 130 sets of steam packing were made. Four hundred and fifty wheels were bored and pressed on axles. One hundred and fifty standard axles, 20 sets of driving wheels, and 12 sets of engine truck wheels were turned. Sixty sets of new truck boxes were fitted up, and their spring covers adjusted. 5,270 lbs. of nuts were tapped. 115,976 lbs. of iron, and 1,800 lbs. of steel were forged. One hundred and sixty driving and truck springs were repaired, and 50 new driving and truck springs made. The Westinghouse air brake was applied to 14 passenger cars and two locomotives.

CAR DEPARTMENT

Two first-class cars, 2 second-class cars, 1 conductor's van, 1 snow plough, 2 refrigerator cars, 4 stock cars, 7 box cars, and 2 coal cars were built and charged to Murray harbour branch capital account. Three flanger cars, 1 platform car, 34 box cars, 15 flat cars, and 3 snow ploughs received heavy repairs. Six first-class cars, 2 second-class cars, 20 box cars, 15 flat cars, 2 snow ploughs, and 2 flangers received light repairs. Forty drop spindles were put in flat cars used for work on Hillsborough bridge. A great many running repairs were also made in this department, which are too numerous to mention.

BRASS FOUNDRY.

Output : Brass castings 3,767 lbs., car bushings 4,346 lbs., and 368 lbs. of battery zincs, making in all 8,981 lbs. of castings.

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PAINT SHOP.

Four first-class cars, 3 second-class cars, 4 postal and baggage cars, 18 box cars, 150 box car roofs, and 9 engines were painted. Ten first-class cars, 5 second-class cars, and 5 postal and baggage cars were cleaned and varnished. Engineer's office was papered and painted. Six hundred panes of glass were put in.

ROAD AND TRAFFIC DEPARTMENTS.

Nine new frogs were made, and 8 frogs repaired. Ten sets of switch gear were made and several sets repaired, and various other ordinary repairs made. Four track levels, 39 loading platforms, 1 lorry, 4 doors and frames, 3 gates, 4 cattle stages, 8 boxes, 6 freight trucks, 3 baggage trucks, and 12 smoke stacks for engine houses were made. Fifteen switch frames were made and mounted. 10,304 lbs. of iron, and 612 lbs. of steel were forged. Six freight trucks, 2 hand cars, 1 lorry and 6 track jacks were repaired. Forty barrels of plugs were cut.

I am pleased to report that we are in a better position for handling traffic than ever before.

Yours truly,

W. S. POOLE,

Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY

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A. PRINCE EDWARD ISLAND RAILWAY.
MECHANICAL DEPARTMENT.
STATEMENT of Cost of Locomotive Power for the Year ended June 30, 1904.

| MONTHS. | Cost of | | | | | | Average per 100 Miles. | | | | | | | | | | |
|--------------------|------------------------------------------------------|----------|-------------------------------------------------------------------|-----------|---------------------|-----------|------------------------|--------|-----------------|------|----------|-------|-------------------------------|-------|--------|-------|--------|
| | Miles run by Engines, Locomotives and Rolling Stock. | | Mechanical Superintendents' Salaries, Clerks and Office Expenses. | | Engine-men's Wages. | | Fuel. | | Oil, Waste, &c. | | Repairs. | | Engine Houses and Turntables. | | Water. | | Total. |
| 1903—July | 34,460 | 198 36 | 1,853 78 | 2,303 87 | 117 81 | 1,504 65 | 170 27 | 4 08 | 6,242 82 | 0 57 | 5 38 | 6 95 | 0 35 | 4 36 | 0 49 | 0 01 | 18 11 |
| August | 32,046 | 189 75 | 1,879 33 | 2,312 84 | 144 77 | 1,267 95 | 162 42 | 5 12 | 5,962 18 | 0 59 | 5 86 | 7 21 | 0 45 | 3 95 | 0 51 | 0 02 | 18 59 |
| September | 33,736 | 190 95 | 2,207 81 | 2,533 38 | 170 46 | 1,234 07 | 130 74 | 151 45 | 6,618 86 | 0 57 | 6 54 | 7 51 | 0 50 | 3 66 | 0 39 | 0 45 | 19 62 |
| October | 34,222 | 249 04 | 1,894 49 | 2,264 66 | 99 39 | 546 46 | 208 55 | 2 20 | 5,264 79 | 0 73 | 5 54 | 6 62 | 0 28 | 1 60 | 0 40 | 0 01 | 15 38 |
| November | 32,121 | 193 08 | 1,953 16 | 2,698 60 | 178 90 | 1,799 68 | 190 11 | ..... | 7,013 53 | 0 60 | 6 08 | 8 40 | 0 56 | 5 60 | 0 59 | ..... | 21 83 |
| December | 32,589 | 207 62 | 2,643 13 | 3,197 25 | 193 87 | 2,154 53 | 240 72 | 2 93 | 8,639 75 | 0 64 | 8 11 | 9 81 | 0 59 | 6 61 | 0 74 | 0 01 | 26 51 |
| 1904—January | 32,869 | 199 77 | 5,270 48 | 3,000 44 | 212 66 | 1,932 56 | 300 30 | 192 94 | 11,109 15 | 0 60 | 16 04 | 9 13 | 0 65 | 5 88 | 0 91 | 0 59 | 33 80 |
| February | 40,867 | 199 15 | 2,893 20 | 3,892 85 | 228 13 | 1,866 74 | 339 72 | 14 18 | 9,433 97 | 0 49 | 7 08 | 9 52 | 0 56 | 4 57 | 0 83 | 0 03 | 23 08 |
| March | 36,074 | 196 67 | 2,930 70 | 3,694 36 | 219 42 | 2,000 97 | 296 47 | 158 73 | 9,487 32 | 0 55 | 8 13 | 10 24 | 0 61 | 5 54 | 0 79 | 0 44 | 26 30 |
| April | 31,275 | 195 72 | 2,462 63 | 4,157 63 | 152 95 | 1,709 25 | 158 32 | 18 15 | 8,844 65 | 0 63 | 7 84 | 13 29 | 0 49 | 5 47 | 0 50 | 0 06 | 28 28 |
| May | 33,070 | 219 18 | 2,497 40 | 4,419 29 | 172 76 | 1,117 72 | 157 50 | 1 30 | 8,585 15 | 0 66 | 7 56 | 13 36 | 0 52 | 3 38 | 0 47 | 0 01 | 25 96 |
| June | 32,658 | 207 75 | 2,475 42 | 4,501 86 | 189 47 | 20,708 90 | 185 35 | 3 54 | 28,272 29 | 0 63 | 7 58 | 13 79 | 0 58 | 63 41 | 0 57 | 0 01 | 86 57 |
| Totals | 406,007 | 2,447 04 | 30,951 53 | 39,067 03 | 2,080 29 | 37,813 48 | 2,630 47 | 554 62 | 115,474 46 | 0 60 | 7 62 | 9 62 | 0 52 | 9 33 | 0 62 | 0 13 | 28 44 |

NOTE.—In repairs for June is included the cost of two new engines, Nos. 1 and 11.

S. F. HODGSON,
Mechanical Accountant.

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B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

| Months. | Hours in Steam. | TRAIN MILEAGE. | | | | MILEAGE BY ENGINES. | | | |
|--------------------|-----------------|----------------|-------------------|-------------|-----------|---------------------|--------|-----------|---------|
| | | Passenger. | Freight and Mixed | Ballasting. | Piloting. | With Train. | Light. | Shunting. | Total. |
| 1903—July | 3,626 | 12,669 | 14,534 | 358 | 96 | 27,657 | 123 | 7,088 | 34,868 |
| August | 3,654 | 11,336 | 13,546 | 2,940 | ..... | 27,822 | 101 | 7,358 | 35,281 |
| September | 4,120 | 11,255 | 14,592 | 3,528 | 165 | 29,540 | 148 | 8,216 | 37,904 |
| October. | 4,257 | 13,580 | 12,511 | 5,108 | ..... | 31,199 | 66 | 8,438 | 39,703 |
| November | 3,438 | 8,794 | 16,082 | 932 | ..... | 25,828 | 48 | 7,271 | 33,147 |
| December. | 3,436 | 9,106 | 16,148 | ..... | ..... | 25,254 | 49 | 7,296 | 32,589 |
| 1904 January | 3,781 | 11,741 | 12,581 | ..... | 404 | 24,726 | 142 | 8,001 | 32,869 |
| February | 4,992 | 13,116 | 11,334 | ..... | 5,731 | 30,181 | 314 | 10,372 | 40,867 |
| March. | 4,323 | 11,197 | 11,850 | ..... | 4,135 | 27,182 | 237 | 8,655 | 36,074 |
| April | 3,511 | 10,651 | 13,790 | ..... | 34 | 24,475 | 12 | 6,788 | 31,275 |
| May | 3,936 | 10,455 | 14,393 | 1,458 | 70 | 26,376 | 378 | 7,959 | 34,713 |
| June..... | 3,875 | 10,786 | 14,059 | 2,596 | 44 | 27,485 | 186 | 8,043 | 35,714 |
| Totals..... | 46,949 | 134,686 | 165,420 | 16,940 | 10,679 | 327,725 | 1,804 | 95,475 | 425,004 |

SESSIONAL PAPER No. 20

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for the year ended June 30, 1904.

| TOTAL MILEAGE. | | Mile per Mile run with train. | AVERAGE MILEAGE. | | CONSUMPTION. | | | | CONSUMPTION PER 100 MILES RUN BY ENGINES. | | | |
|----------------|---------------|----------------------------------------|--------------------------------|-------------------------------|---------------|---------------|---------------------|------------------|-------------------------------------------------|---------------|---------------------|------------------|
| Cars. | Snow Ploughs. | | Miles to one hour in steam. | Of Cars to one of Engines. | Tons of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. | Pounds of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. |
| 182,577 | | 6.62 | 9.61 | 5.24 | 858 | 1,486 | 324 | 563 | 4,921 | 4.26 | 0.93 | 1.61 |
| 190,658 | | 6.85 | 9.65 | 5.40 | 741 | 1,716 | 416 | 609 | 4,200 | 4.86 | 1.17 | 1.72 |
| 192,691 | | 6.56 | 9.20 | 5.08 | 794 | 1,866 | 400 | 597 | 4,189 | 4.92 | 1.05 | 1.57 |
| 208,257 | | 6.67 | 9.32 | 5.24 | 875 | 2,064 | 444 | 699 | 4,458 | 5.20 | 1.12 | 1.76 |
| 168,058 | | 6.50 | 9.64 | 5.07 | 792 | 1,742 | 459 | 615 | 4,778 | 5.25 | 1.38 | 1.85 |
| 160,405 | 470 | 6.35 | 9.49 | 4.92 | 969 | 2,096 | 460 | 676 | 5,946 | 6.43 | 1.41 | 2.07 |
| 130,285 | 8,088 | 5.35 | 8.69 | 3.96 | 860 | 1,984 | 468 | 716 | 5,233 | 6.03 | 1.42 | 2.18 |
| 109,505 | 15,252 | 4.48 | 8.20 | 2.68 | 812 | 2,296 | 558 | 580 | 3,973 | 5.61 | 1.36 | 1.41 |
| 129,127 | 12,428 | 5.60 | 8.32 | 3.58 | 947 | 2,260 | 464 | 719 | 5,250 | 6.26 | 1.28 | 1.99 |
| 142,747 | 33 | 5.84 | 8.90 | 4.56 | 963 | 1,566 | 856 | 517 | 6,158 | 4.97 | 1.13 | 1.65 |
| 167,596 | | 6.37 | 8.32 | 4.82 | 952 | 1,868 | 548 | 641 | 5,485 | 5.38 | 1.57 | 1.84 |
| 178,976 | | 6.52 | 9.21 | 5.01 | 974 | 2,063 | 580 | 687 | 5,454 | 5.77 | 1.62 | 1.92 |
| 1,960,882 | 36,221 | 6.18 | 9.05 | 4.61 | 10,537 | 22,997 | 5,477 | 7,619 | 4,958 | 5.41 | 1.28 | 1.79 |

S. F. HODGSON,
Mechanical Accountant.

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C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for Year ended June 30, 1904.

| Months. | First Class. | Second Class and Baggage. | Postal and Smoking. | Box and Stock. | Platform. | Total. |
|--------------------|--------------|---------------------------|---------------------|----------------|-----------|-----------|
| 1903.—July..... | 43,248 | 24,832 | 32,037 | 67,596 | 14,864 | 182,577 |
| August..... | 35,259 | 21,698 | 31,829 | 59,344 | 42,528 | 190,658 |
| September..... | 37,198 | 23,456 | 33,175 | 64,091 | 34,771 | 192,691 |
| October..... | 28,137 | 22,254 | 33,926 | 74,445 | 49,495 | 204,257 |
| November..... | 24,849 | 20,005 | 28,599 | 81,502 | 13,103 | 168,058 |
| December..... | 28,788 | 20,793 | 27,790 | 73,161 | 9,873 | 160,405 |
| 1904.—January..... | 23,412 | 21,788 | 22,211 | 50,864 | 12,010 | 130,285 |
| February..... | 23,265 | 17,931 | 22,499 | 37,476 | 8,340 | 109,505 |
| March..... | 21,910 | 19,241 | 21,093 | 49,278 | 17,603 | 129,127 |
| April..... | 24,889 | 22,778 | 23,690 | 56,079 | 15,311 | 142,747 |
| May..... | 24,741 | 22,742 | 30,587 | 74,628 | 14,898 | 167,596 |
| June..... | 27,197 | 21,887 | 31,481 | 62,747 | 35,664 | 178,976 |
| Total..... | 342,893 | 259,405 | 338,919 | 751,205 | 268,460 | 1,960,882 |
| LESS—Ballasting.. | ..... | ..... | 17,668 | 15 | 120,462 | 138,145 |
| | 342,893 | 259,405 | 321,251 | 751,190 | 147,998 | 1,822,737 |

S. F. HODGSON,
Mechanical Accountant.

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D.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and of the various classes of Cars and other Rolling Stock on July, 1903, and on June 30, 1904.

| | Locomotives. | CLASSIFICATION OF CARS. | | | | | | | | | | | | Total. | Snow Ploughs Flangers. | Total. |
|------------------------------------------------------------|--------------|-------------------------|------------|------------------------------|------------------------|---------------------------------|----------|----------|-------|--------------|--------------------|--------|-------|-----------|---------------------------|--------|
| | | 1st Class. | 2nd Class. | Combined 2nd and Baggage. | Postal and Smoking. | Combined Postal and Baggage. | Baggage. | Pay Car. | Vans. | Box Freight. | Refrigerator Cars. | Stock. | Coal. | Platform. | | |
| On hand serviceable, June 30, 1903. | 22 | 21 | 8 | 6 | 3 | 4 | 3 | 1 | 2 | 213 | 1 | 17 | 18 | 147 | 444 | 15 |
| Condemned, July 1, 1903. | 3 | | | | | | 1 | | 1 | | | | | | 2 | |
| Total. | 25 | 21 | 8 | 6 | 3 | 4 | 4 | 1 | 3 | 213 | 1 | 17 | 18 | 147 | 446 | 15 |
| Purchased during the year on capital account | 2 | | | | | | | | | | | | | | | |
| Built during the year on capital account | | 2 | 2 | | | | | | 1 | 7 | 2 | 4 | 2 | | 20 | 1 |
| Total | 27 | 23 | 10 | 6 | 3 | 4 | 4 | 1 | 4 | 220 | 3 | 21 | 20 | 147 | 466 | 16 |
| Condemned, July 1, 1903. | 3 | | | | | | | 1 | 1 | | | | | | 2 | |
| " during the year. | | | | | | 1 | | | | | | | | 1 | 2 | 1 |
| Total condemned. | 3 | | | | | 1 | 1 | 1 | | | | | | 1 | 4 | 1 |
| Less rebuilt | | | | | | | | | | | | | | 1 | 1 | 1 |
| " purchased and charged to work- ing expenses | 2 | | | | | | | | | | | | | | | |
| To be rebuilt. | 1 | | | | | 1 | 1 | 1 | 1 | | | | | | 3 | |
| Add serviceable and repairing | 26 | 23 | 10 | 6 | 3 | 3 | 3 | 1 | 3 | 220 | 3 | 21 | 20 | 147 | 463 | 16 |
| Total. | 27 | 23 | 10 | 6 | 3 | 4 | 4 | 1 | 4 | 220 | 3 | 21 | 20 | 147 | 466 | 16 |

S. F. HODGSON,
Mechanical Accountant.

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E.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the years ended June 30, 1903 and 1904.

| | 1903. | 1904. |
|-------------------------------------------------------------------------------------|-----------|------------|
| The miles run by trains were. | 291,263 | 310,785 |
| " engines were. | 389,953 | 406,007 |
| " cars were. | 1,745,365 | 1,822,737 |
| " snow ploughs were. | 14,026 | 36,221 |
| | \$ cts. | \$ cts. |
| The cost of locomotive power was. | 73,052 05 | 115,474 46 |
| " repairs to cars was. | 22,935 10 | 15,434 81 |
| " " passenger cars was. | 6,354 23 | 6,156 88 |
| " " postal and smoking cars was. | 5,822 78 | 1,469 61 |
| " " freight cars and vans was. | 9,858 09 | 7,908 32 |
| " labour, oils and waste was. | 594 79 | 660 90 |
| " repairs to snow ploughs and flangers was. | 611 90 | 1,540 00 |
| The cost of locomotive power per 100 miles run by trains was. | 25 08 | 37 16 |
| " " " engines was. | 18 73 | 28 44 |
| " " " cars was. | 4 18 | 6 33 |
| The cost of repairs to cars per 100 miles run by trains was. | 7 56 | 4 97 |
| " " " engines was. | 5 65 | 3 80 |
| " " " cars was. | 1 26 | 0 84 |
| The cost of labour, oil and waste for packing per 100 miles run by trains was. | 0 20 | 0 21 |
| " " " engines was. | 0 15 | 0 16 |
| " " " cars was. | 0 03 | 0 03 |
| The repairs to passenger cars per 100 miles run by trains were. | 2 18 | 1 98 |
| " postal and smoking cars were. | 1 99 | 0 47 |
| " freight cars and vans were. | 3 38 | 2 51 |

S. F. HODGSON,
Mechanical Accountant.

QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,
MONTREAL, July, 1904.

C. SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended June 30, 1904.

This division comprises the Lachine, the Soulanges and the Beauharnois canals on the St. Lawrence route ; the Ste. Annes, the Carillon and the Grenville canals, on the Ottawa river, and the St. Ours and the Chambly canals on the Richelieu river.

Of these the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal. The traffic through it during the year just ended showed an increase of about 20 per cent over 1902-1903.

Navigation was carried on uninterruptedly on all the canals in this division except in the case of the Soulanges canal, where it had to be stopped for 24 hours on August 15, 1903, one of the upper gates in the guard lock having been thrown off its pivot by the rush of water in a gale and also in the case of the Chambly canal where boats had to be detained some 36 hours, from May 29 to 31 last in order to allow some repair work to be done at the Rivière des Iroquois culvert.

The Chambly canal could only be opened for traffic on May 20 last, the work at River des Iroquois culvert which had been taken off the hands of the contractors, not being far enough advanced to permit of the admission of water in the reach before the above date.

LACHINE CANAL.

Length, $8\frac{1}{2}$ miles ; 5 locks, 270 x 45 feet ; 14 feet of water on sills ; total rise, 45 feet.

Old locks, 200 x 45 feet, still available with 9 feet of water on sills.

REPAIRS AND RENEWALS.

The principal repairs and renewals performed during the year were as follows :—

Rebuilding one pair of spare gates for old lock No. 3 and one pair for old lock No. 5.

Replacing cast iron by cast steel racks on Wellington bridge.

Replacing cast iron rollers and tread by steel ones on the Seigneurs Street bridge.

Rebuilding bridge across the tail-race of waste weir No. 2. The old wooden stringers being replaced by iron beams.

Laying a concrete floor in regulating weir at Côte St. Paul.

Renewing valves in the regulating weirs, at Côte St. Paul and St. Gabriel.

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Replacing 22 wooden mooring posts on the locks by cast iron posts laid in concrete.

Placing life protection ladders, 35 feet apart, along the sides of St. Gabriel basins Nos. 1, 2 and 3, and also around Wellington basin.

Rebuilding nine cribs, from low water to the top, in the timber basins at Lachine and providing two new ones.

Building a new boom 3 feet wide and 300 feet long and placing it below the lower approach to lock No. 5, on the south side.

Building a temporary boom to be placed along the face of the south wall of basin No. 2, to keep vessels off the concrete toe of the new wall being built there.

Grading Oak street and covering it with iron dross and cinders.

Installing timber planer alongside of the machine shop. This planer was brought down from the Beauharnois canal where there was no more use for it.

Transferring the canal telephone line from the north to the south side of the canal, the new wires being strung on the poles, already carrying the current for the electric lighting and for the operating of the lock gates.

In addition to the above a considerable amount of work was done in keeping the canal structures such as locks bridges, fences, buildings, roads, drains, tools, &c., in a good state of repairs.

INCOME.

Repairing old Locks Nos. 1 and 2.

A contract for this work was signed by Messrs. Coulson, Quinlan and Robertson on October 29, 1902, and operations were commenced in November, 1902. The contractors have carried on the work in an energetic manner during the past year and there now only remains to be done a portion of the chamber wall and upper recess on the south side and the breast wall to complete lock No. 2. Lock No. 1 was completed last fall. The gates are nearly completed and will be put in position as soon as possible.

Some necessary repairs to the south wall of basin No. 1, immediately below lock No. 2 are in progress and will be completed in July or early in August.

Rebuilding wall on south side of basin No. 2.

This work is being done by day's labour. As stated in previous reports the foundations of the new wall can only be laid while the canal is unwatered in the spring. The wall which is about 1,450 feet in length, consists of concrete laid to a depth of 22 feet below canal level, a portion of this being built in under the present masonry wall.

There still remains some 600 lineal feet of the foundations to be laid.

Only 178 lineal feet could be built in April last, the unusually high state of the St. Lawrence allowing work to be performed during a couple of weeks only. Some underpinning had also to be done in the small side basin on the north side of basin No. 2, where the side wall had been undermined.

Repairing slope walls.

Owing to the lateness of the season the contractor, Mr. J. B. de Lorimer, did not resume work till the middle of April, and could only build about 170 cubic yards of wall. He also supplied 4,000 cubic yards of stone for future operations.

A final estimate of his work is now being prepared.

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Paving Mill Street.

The western section of this street was paved during April, May and June last, the work being done under contract by the Sicily Asphaltum Paving Co.'

The paving consists of granite blocks laid on concrete foundations.

The whole of the street is now paved and the heavy traffic going through it will derive great benefit from the work.

Raising St. Gabriel Shed No. 1.

This shed is 750 feet long, 400 feet of it, at the south end, have been raised about 9 feet in order to allow freight to be handled directly from the shed into the steamers or from the steamers into the shed. The height of the roof is such that teams can drive up into the shed with or for freight.

The work was performed in a very satisfactory manner by the contractors, Messrs. Quinlan & Robertson.

CAPITAL.

Dredging.

The dredging done in the Lachine canal during the year consisted of 11,000 cubic yards of shale and boulders at the upper entrance, and about 800 cubic yards in the small basins off basin No. 1. This work was done during the fall and summer of 1903.

In May and June of this year the dredge was employed cleaning the channel at the sites of the new bridge at Côte St. Paul and Napoleon street, the work being paid for by the contractors for the superstructure of the bridges.

Mr. H. R. Lordly is in charge of the above works.

Lake St. Louis survey.

The field work during the former part of the year consisted of finishing the survey of the north side of the lake from Lakeside to Lachine. The whole of the north side, with topographical work on the shore, is now completed.

The survey was transferred to the Marine and Fisheries Department in April last.

Electric installations.

Owing to unexpected delays in procuring some of the appliances for the operation of lock gates and sluices here, it was found impossible to have the system completed for the opening of navigation this spring. A generator ordered early last winter was not yet delivered at the end of the year. Tests were made, however, of the machinery to be used and gave very satisfactory results. It is expected that most of the gates will be equipped during the present season.

Repairs to vessels.

There is nothing to record under this head except the ordinary maintenance of the fleet.

Côte St. Paul and Brewster Bridges.

Contracts were awarded to Messrs. Quinlan & Robertson and to Mr. John Quinlan respectively for the substructures of the Côte St. Paul and Brewster bridges.

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Both structures are exactly similar in design and dimensions. The old wooden bridges and their abutments were removed but the centre pier was preserved in both cases. The former bridges consisted of a swing span with fixed spans at each end. The new bridges are formed of single swing spanning the whole width of the canal (205 feet), with channels 75 feet wide on each side of the centre pier.

The old centre pier at Côte St. Paul was widened and lengthened by means of solid cribwork built down to the present bottom of the canal and brought up to three feet below the level of the water. On top of this a concrete wall, 6 feet base, 4 feet at the top and 5 feet high, was laid skirting the pier except on the sides of the pivot pier. The latter and both abutments which are also of concrete, being carried down to 22 feet below water level.

The mode of building around the centre pier at Brewster's is somewhat different from that at Côte St. Paul. The rock level here being much lower, piles were used along both sides, they being driven down 30 feet below water level and a strong platform laid on top of them to receive a concrete wall similar in dimensions as the one laid at Côte St. Paul. The ends of this pier are composed of solid cribwork started at 17 feet below water level and brought up to the level of the platform just described, a concrete wall encircling the whole of the centre pier as in the case of the Côte St. Paul bridge.

The superstructure of both bridges was supplied and erected by the Dominion Bridge Co.

The space available for approaches at both points being limited it was found necessary in order to provide sufficient clearance from the top of the pivot pier to the floor of the bridge, without making the approaches too steep, to give a 6 inch camber to the lower chord.

Both bridges are to be operated by electric power, the motors being supplied by the bridge company.

The electric installation and the erection of the two above mentioned bridges are under the supervision of Mr. L. S. Pariseau.

SOULANGES CANAL

Length 14 miles ; 5 locks, 270 x 45 feet, 15 feet of water on sills ; total rise, 84 feet.

REPAIRS AND RENEWALS

During the year just ended the worn out cast-iron rollers in the lock sluices have been replaced by cast-steel ones and the working of the sluices thus rendered much smoother and easier.

In July, 1904, the water was drawn off the reaches between locks 1 and 3, for the purpose of repairing the lower sills of locks 2 and 3. The covering plates on the top of the oak sills were found to have been broken and partly torn away by vessels dragging upon them. Although the ordinary depth of water here is 15 feet it is observed that, owing to the drawing of water by lockage, a surging motion is given the mass of water in the reaches which, at times, reduces the depth on the sills from 12 to 18 inches. The men operating the locks were consequently warned against allowing vessels to move in or out of the locks when the level is thus reduced. No further damage has been done to the sills since.

Last fall a very serious slide occurred in the eastern embankment of regulating basin No. 2. Some 180 feet in length of this bank which is 35 feet in height settled down about 5 feet and were pushed out towards the basin below about 3 feet, half the thickness of the bank moving out bodily.

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In order to perform the necessary repairs it was decided to unwater the basin, which was done by means of a rough coffer dam thrown across the head race opposite lock No. 2. A strong crib was then built into the toe of the bank, well anchored to the rock and heavily loaded with stone. As other parts of the embankment showed signs of weakening, it was thought best to run this crib along the whole length of the bank and leave the cofferdam across the tail-race in position, the top of the latter being removed to a depth of 3 feet under water so as to allow of the feeding of the reach below in the regular way.

No further slides have taken place in the eastern embankment, but in May last, both the north and south banks began to move out. Cracks developed in them which were at once filled with good clay to prevent rainwater from getting into them, but the banks have been leaking since and permanent repairs will have to be done during the present summer.

A considerable quantity of stone lining was done during last year. The whole of the banks between the lower entrance and St. Ferreol bridge is now in a perfect stage of repair. The stone used for this purpose, as well as for filling the toe crib just described, was taken out of the quarry at the lower entrance and partly out of the bottom of regulating basin No. 2, which had been unwatered to repair the eastern bank as stated before.

The serious leak which existed at the foot of lock 2 on the river side was completely stopped during last winter. The bank was removed on about half its width for 150 feet, concrete was laid on top of the rock for a certain height and the bank reformed with good clay well protected with stone.

CAPITAL.

Shops.

Mr. T. Préfontaine, Jr., was awarded a contract for the building of shops, stores and lodgings for this canal.

These consist of four buildings, viz.: a store-house and stable at the power-house, a blacksmith and machinery shop, a store-house for timber, lumber and other goods, with lodgings on the second story for the storekeeper and an oil and paint store. The last three buildings are located between the canal embankment and the Ottawa river, opposite lock No. 2, near the protection dock. All of them are of solid brick, with iron frames in the roofs. Machinery for the shops will be provided during the coming year.

Mr. L. S. Pariseau is in charge of construction on this canal.

LEAUHARNOIS CANAL.

Length 11½ miles; 9 locks, 200 x 45 feet; 9 feet of water on sills; total rise 82½ feet.

This canal is only being used by a few market boats and stray barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

The work of repairs done here during the year consists of the maintenance of buildings, roads, bridges, fences and ditches.

Considerable work was done on the repairing of the Hungray Bay dyke and road which had been damaged by ice during last spring floods.

The bottoms and lower sills of locks Nos. 11 and 18 had also to be specially attended to in the spring.

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At lock 11 a leak had developed in the lower sill which necessitated the filling of a large hole with concrete.

Most of the lower sills of the locks on this canal were treated in the same manner within the last few years.

CHAMBLY CANAL.

Length 12 miles; 9 locks, 118 x 22½ feet; 6½ feet of water on the sills; total rise 74 feet.

As stated above, this canal was only reopened to navigation on May 20 this spring on account of some pressing work which had to be accomplished at the Little Rivière des Iroquois culvert.

REPAIRS AND RENEWALS.

The main items of repairs performed during the year were as follows:—

Laying 900 tons of gravel on the towing path. Building two pair of lock gates and rebuilding two sills, the voids between the timbers being filled with concrete. Rebuilding approaches to lock No. 1. Rebuilding three piers in the harbour entrance at St. Johns, from the top to the water line.

Besides the above all the structures on the canal, the roads, ditches, fences, &c., were kept in proper repair throughout the year.

During last spring's floods the power-house supplying electric current for the lighting of the canal as well as for the working of the shops was displaced and considerably damaged by moving ice. This is due to the permanent raising of the Richeliéu river by the Montreal Light, Heat and Power Company's dam at Chambly, and the damage sustained will be made good by the company. In the meantime the electric machinery, which luckily was only slightly injured, was transferred to a temporary building, the electric current necessary to run it being supplied by the Montreal Light, Heat and Power Company.

It is expected that a permanent building will be put up by them to replace the old one, in the course of the present year.

INCOME.

Culvert at Little River des Iroquois.

The contractor for this work is Mr. W. J. Finn. He resumed operations early in December, 1903, and owing to the unusual severe winter and the difficulty he experienced in procuring men, the beginning of April found him so backward in the execution of his contract that the work had to be taken off his hands.

He agreed to allow the department to finish the work on its own account, which is now being done under the supervision of Mr. L. S. Pariseau.

Waste-weirs at Ste. Therese Island and at the Electric Power-house.

The old wooden weirs which were in a very dilapidated condition were removed and rebuilt in concrete.

All the waste-weirs on this canal, except one at Fryer's farm, are now formed of concrete and will necessitate very little repair for a number of years to come.

Bridges at Chambly Basin and Chambly Canton.

The old wooden swing bridges at both these points have been replaced by steel structures which were erected under contract by the Phoenix Bridge and Iron Works.

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The pivot piers and abutments had to be rebuilt and extended to suit the new bridges which are wider than the old ones. Concrete was used for the purpose.

ST. OURS LOCK.

Length of canal, $\frac{1}{2}$ mile; one lock, 200 x 45 feet; 7 feet of water on sills; total rise, 5 feet.

Repairs and Renewals.

Besides the ordinary maintenance of the grounds, lock-walls, lock-gates, buildings, fences, scows, &c., the following works were performed during the year.

Landing wharf below lock.—The old landing wharf which consisted of a wooden platform about 400 feet long, resting on the top of two rows of piles driven twelve feet apart, was removed and concrete piers 22 feet x 8 feet at the base and 18 feet x 5 feet at the top and 20 feet apart were substituted. The new platform, 5 feet wide, will consist of iron I beams spanning the spaces between the piers, and covered with 4-in. pine plank. The work is now completed save the platform, which will be laid during the coming summer.

The lower entrance was also cleaned, widened and deepened, and is thus considerably improved.

The old wharf above the lock will be rebuilt during the fiscal year 1904-5.

The above work was done under the direct supervision of Mr. L. S. Pariseau.

STE. ANNE'S LOCK.

Length, $\frac{1}{2}$ mile; one lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet.

Old lock still available; 200 x 45 feet; 6 feet of water on sills; total rise, 3 feet.

Mr. S. D. Hamilton, overseer of this canal, died on January 13, 1904, and Mr. Napoleon Lague appointed in his stead on March 5, 1904.

There is nothing to mention here except the ordinary maintenance of the canal buildings and structures.

A pair of spare gates were placed in position, and the old gates, which were in a pretty shaky condition, were hauled on to the beach above the lock for repairs during the present season.

CARILLON AND GRENVILLE CANALS.

Carillon Canal.—Length, $\frac{3}{4}$ miles; two locks, 200 x 45 feet; 9 feet of water on sills; total rise, 16 feet.

Grenville Canal.—Length, $5\frac{1}{4}$ miles; five locks, 200 x 45 feet; 9 feet of water on sills; total rise 48 $\frac{1}{2}$ feet.

Both these canals are under one overseer. They are separated by a stretch of navigable river about five miles long, and between them is to be found the old Chute à Blondeau lock, which was abandoned at the completion of the dam at the head of the new Carillon canal in 1883, the rise at the old lock having been practically obliterated.

I have to report the death on October 22 last of Mr. James B. Cushing, late overseer of these canals. His son, Mr. F. M. H. Cushing, was appointed acting overseer, and is still acting pending a permanent appointment to the vacant position.

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Repairs and Renewals.

The principal items of repairs performed during the year were as follows:—

Rebuilding the mooring pier at Bradford's bay, a short distance above the upper entrance to the old canal.

Rebuilding the wing walls below the waste-weirs at lock 5 and 6. They consist of heavy masonry laid in cement mortar.

Renewing the swing bridge at Stonefield. The new structure is of steel and its pivot piers and abutments of stone masonry in cement mortar. The superstructure was supplied and erected under contract by the Phoenix Bridge and Iron Works.

INCOME.

Guide Piers at Upper Entrance to Carillon Canal.

The contract work on the guide pier was practically completed last fall, there remaining nothing to be done except the top finishing of the concrete walls and some filling between them. This work was completed before July 1 except the rolling of the stone filling on top of the pier.

Mr. F. J. Lynch is in charge of construction work on these canals.

Annexed to this report are tabular statements showing highest and lowest water on the mitre sills of the locks at the upper and lower entrances of each canal, statements of fines and damages collected during the fiscal year 1903-04; also statement giving dates of closing and opening each canal.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,

Superintending Engineer, Quebec Canals.

QUEBEC CANALS.

STATEMENT of the opening and closing of navigation.

| Name of Canals. | Closing. | Opening. |
|-------------------------------------|----------------------|-------------------|
| Lachine Canal. | 3rd December, 1903. | 2nd May, 1904. |
| Soulanges Canal. | 2nd " 1903. | 1st " 1904. |
| Beauharnois Canal. | 30th November, 1903. | 9th " 1904. |
| Chambly Canal. | 30th " 1903. | 20th " 1904. |
| St. Ours Lock. | 26th " 1903. | 26th April, 1904. |
| St. Anne Lock. | 30th " 1903. | 22nd " 1904. |
| Carillon and Grenville Canals. | 30th " 1903. | 2nd May, 1904. |

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LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1, at lower entrance, and new Lock No. 5, at upper entrance, during the fiscal year ended June 30, 1904.

| MONTHS. | NEW LOCK NO. 1, LOWER SILL. | | NEW LOCK NO. 5, UPPER SILL. | |
|-----------------|--------------------------------|---------|--------------------------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1903. | Ft. In. | Ft. In. | Ft. In. | Ft. In. |
| July | 19 1 | 17 3 | 18 1 | 16 4 |
| August | 17 9 | 16 1 | 16 8 | 15 7 |
| September | 16 4 | 15 8 | 15 9 | 15 5 |
| October | 17 2 | 15 8 | 16 1 | 15 4 |
| November | 15 9 | 14 1 | 15 6 | 14 4 |
| December | 33 0 | 14 2 | 15 5 | 14 0 |
| 1904. | | | | |
| January | 30 10 | 25 5 | 15 6 | 13 5 |
| February | 27 11 | 25 0 | 15 9 | 13 8 |
| March | 30 7 | 25 0 | 18 0 | 14 4 |
| April | 40 7 | 21 3 | 19 11 | 17 2 |
| May | 23 9 | 22 0 | 20 5 | 19 4 |
| June | 23 11 | 19 9 | 20 5 | 18 5 |

Mitre sill of old Lock No. 1, 2' 2" above sill of new Lock No. 1
 " " " 5, 5' 0" " " " 5

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6, at lower entrance, and Lock No. 4, at upper entrance, during the fiscal year ended June 30, 1904.

| MONTHS. | LOCK NO. 1, LOWER SILL. | | LOCK NO. 14, UPPER SILL. | |
|-----------------|-------------------------|---------|--------------------------|---------|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1903. | Ft. In. | Ft. In. | Ft. In. | Ft. In. |
| July | 12 1 | 11 3 | 11 11 | 11 8 |
| August | 11 5 | 10 3 | 11 11 | 11 4 |
| September | 10 6 | 10 1 | 11 6 | 11 3 |
| October | 10 7 | 10 1 | 11 4 | 11 1 |
| November | 10 1 | 9 3 | 11 2 | 10 6 |
| December | 11 3 | 9 3 | 11 11 | 10 5 |
| 1904. | | | | |
| January | 19 6 | 11 4 | 12 0 | 10 7 |
| February | 24 6 | 15 6 | 11 5 | 10 9 |
| March | 20 0 | 14 6 | 12 8 | 10 8 |
| April | 14 6 | 12 8 | 12 11 | 11 9 |
| May | 14 10 | 14 0 | 12 4 | 12 0 |
| June | 14 8 | 12 6 | 12 5 | 1 1 |

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CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ended June 30, 1904.

| MONTHS | LOCK NO. 9, LOWER SILL. | | | | LOCK NO. 1, UPPER SILL. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| 1903. | | | | | | | | |
| July..... | 11 | 0 | 9 | 11 | 8 | 11 | 8 | 2 |
| August..... | 10 | 5 | 9 | 9 | 8 | 11 | 8 | 1 |
| September..... | 9 | 9 | 8 | 3 | 8 | 8 | 7 | 3 |
| October..... | 8 | 9 | 8 | 3 | 8 | 7 | 7 | 0 |
| November..... | 8 | 10 | 8 | 1 | 8 | 1 | 6 | 9 |
| December..... | 8 | 10 | 7 | 10 | 7 | 9 | 7 | 3 |
| 1904. | | | | | | | | |
| January..... | 8 | 6 | 8 | 1 | 7 | 10 | 7 | 7 |
| February..... | 8 | 10 | 8 | 6 | 8 | 3 | 7 | 9 |
| March..... | 18 | 2 | 8 | 10 | 10 | 8 | 8 | 2 |
| April..... | 21 | 5 | 14 | 10 | 11 | 4 | 10 | 10 |
| May..... | 15 | 10 | 13 | 9 | 11 | 6 | 10 | 2 |
| June..... | 13 | 11 | 10 | 11 | 10 | 3 | 8 | 8 |

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours lock, during the fiscal year ended June 30, 1904.

| MONTHS. | LOCK NO. 1, LOWER SILL. | | LOCK NO. 1, UPPER SILL. | |
|----------------|-------------------------|-----|-------------------------|-----|
| | Highest. | | Lowest. | |
| | Ft. | In. | Ft. | In. |
| 1903. | | | | |
| July..... | 10 | 10 | 9 | 5 |
| August..... | 9 | 5 | 8 | 4 |
| September..... | 8 | 3 | 7 | 5 |
| October..... | 8 | 10 | 8 | 0 |
| November..... | 8 | 1 | 6 | 1 |
| December..... | 10 | 6 | 6 | 6 |
| 1904. | | | | |
| January..... | 10 | 6 | 8 | 10 |
| February..... | 9 | 10 | 8 | 11 |
| March..... | 18 | 1 | 9 | 6 |
| April..... | 21 | 6 | 15 | 8 |
| May..... | 17 | 4 | 15 | 3 |
| June..... | 15 | 10 | 11 | 8 |

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STE. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of Ste. Anne's Lock, during the fiscal year ended June 30, 1904.

| MONTHS. | LOCK NO. 1, LOWER SILL. | | | | LOCK NO. 1, UPPER SILL. | | | |
|-----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| 1903. | | | | | | | | |
| July | 13 | 0 | 11 | 7 | 14 | 8 | 12 | 4 |
| August | 11 | 8 | 10 | 11 | 12 | 4 | 11 | 4 |
| September | 11 | 1 | 10 | 9 | 11 | 8 | 11 | 0 |
| October | 11 | 4 | 10 | 9 | 12 | 5 | 11 | 5 |
| November | 10 | 9 | 9 | 9 | 11 | 11 | 11 | 0 |
| December | 11 | 1 | 9 | 1 | 13 | 8 | 10 | 0 |
| 1904. | | | | | | | | |
| January | 11 | 1 | 10 | 1 | 13 | 0 | 10 | 5 |
| February | 11 | 8 | 10 | 3 | 14 | 5 | 11 | 0 |
| March | 13 | 4 | 10 | 1 | 13 | 11 | 11 | 0 |
| April | 15 | 0 | 13 | 2 | 17 | 6 | 14 | 2 |
| May | 15 | 7 | 14 | 3 | 18 | 6 | 16 | 2 |
| June | 15 | 7 | 13 | 9 | 18 | 2 | 14 | 7 |

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Locks Nos. 1 and 2, Carillon canal, during the fiscal year ended June 30, 1904.

| MONTHS. | LOCK NO. 1, LOWER SILL. | | | | LOCK NO. 2, UPPER SILL. | | | |
|-----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| 1903. | | | | | | | | |
| July | 16 | 2 | 13 | 6 | 16 | 7 | 13 | 2 |
| August | 13 | 6 | 12 | 0 | 13 | 2 | 11 | 11 |
| September | 12 | 10 | 12 | 1 | 12 | 6 | 11 | 6 |
| October | 13 | 8 | 12 | 2 | 13 | 6 | 12 | 1 |
| November | 12 | 11 | 11 | 10 | 12 | 8 | 11 | 7 |
| December | 12 | 10 | 11 | 11 | 14 | 10 | 11 | 3 |
| 1904. | | | | | | | | |
| January | 12 | 11 | 12 | 0 | 11 | 9 | 11 | 0 |
| February | 14 | 8 | 12 | 0 | 11 | 7 | 10 | 7 |
| March | 15 | 4 | 12 | 0 | 13 | 5 | 10 | 4 |
| April | 20 | 0 | 15 | 5 | 18 | 8 | 14 | 0 |
| May | 20 | 10 | 19 | 3 | 21 | 8 | 18 | 6 |
| June | 20 | 4 | 16 | 4 | 21 | 0 | 16 | 6 |

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GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Locks Nos. 3 and 7, Grenville canal, for the fiscal year ended June 30, 1904.

| MONTHS. | LOCK NO. 3, LOWER SILL. | | | | LOCK NO. 7, UPPER SILL. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1903. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 21 | 1 | 16 | 1 | 17 | 4 | 13 | 6 |
| August..... | 16 | 0 | 14 | 5 | 13 | 4 | 12 | 0 |
| September..... | 15 | 2 | 13 | 11 | 12 | 6 | 11 | 4 |
| October..... | 16 | 6 | 15 | 9 | 14 | 0 | 12 | 1 |
| November..... | 15 | 5 | 13 | 11 | 13 | 0 | 11 | 6 |
| December..... | 17 | 10 | 13 | 9 | 11 | 6 | 9 | 9 |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 20 | 7 | 16 | 1 | 10 | 6 | 9 | 7 |
| February..... | 23 | 10 | 20 | 9 | 9 | 7 | 9 | 3 |
| March..... | 24 | 9 | 19 | 1 | 14 | 0 | 9 | 7 |
| April..... | 24 | 6 | 19 | 3 | 20 | 0 | 16 | 5 |
| May..... | 26 | 8 | 22 | 10 | 23 | 0 | 19 | 9 |
| June..... | 25 | 11 | 20 | 3 | 22 | 4 | 17 | 3 |

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance, and Lock No. 6, at upper entrance, during the fiscal year ended June 30, 1904.

| MONTHS. | LOCK NO. 1, LOWER SILL. | | | | LOCK NO. 6, UPPER SILL. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1903. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 19 | 4 | 18 | 3 | 17 | 3 | 17 | 0 |
| August..... | 18 | 9 | 18 | 0 | 17 | 3 | 16 | 7 |
| September..... | 17 | 9 | 17 | 4 | 17 | 0 | 16 | 8 |
| October..... | 18 | 0 | 17 | 3 | 16 | 9 | 16 | 6 |
| November..... | 17 | 6 | 16 | 5 | 16 | 7 | 16 | 3 |
| December..... | 18 | 2 | 16 | 3 | 17 | 0 | 15 | 9 |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 20 | 8 | 17 | 6 | 17 | 3 | 17 | 0 |
| February..... | 31 | 8 | 20 | 5 | 17 | 2 | 16 | 8 |
| March..... | 23 | 3 | 21 | 1 | 18 | 3 | 17 | 1 |
| April..... | 24 | 8 | 20 | 0 | 18 | 0 | 17 | 4 |
| May..... | 22 | 0 | 20 | 6 | 17 | 9 | 17 | 5 |
| June..... | 22 | 0 | 19 | 8 | 17 | 9 | 17 | 7 |

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LACHINE CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1904.

| Date. | Names of Vessels. | Names of Owners. | Fines. | Damages. | Remarks. |
|----------|----------------------|-----------------------------|---------|----------|------------------------------------|
| 1903. | | | \$ cts. | \$ cts. | |
| July 13. | Yacht 'Satanella'... | Unknown ..... | ..... | 10 00 | Damages to St. Gabriel Shed No. 1. |
| 1904. | | | | | |
| June 8. | Str. 'Sharples'..... | Great Lakes Trans. Co. .... | ..... | 60 00 | Damages to lock wall, Lock No. 4. |
| | | Total..... | ..... | 70 00 | |

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1904.

| Date. | Names of Vessels. | Names of Owners. | Fines. | Damages. | Remarks. |
|----------|-----------------------|----------------------|---------|----------|-------------------------------------------------------|
| 1903. | | | \$ cts. | \$ cts. | |
| July 30. | B. 'I. S. Ethier'.... | L. C. Hebert..... | ..... | 5 00 | Damages to canal dredge. |
| 1904. | | | | | |
| June 16. | B. 'Marie Stella'.... | F. Demarais..... | ..... | 10 00 | Damages to floating bridge, C. Canton. |
| - 28. | B. 'B. Huber'..... | Capt. R. Winne | | 20 00 | Damages to swing bridge, head of Ste. Thérèse Island. |
| | | Total..... | | 35 00 | |

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SOULANGES CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1904.

| Date. | Names of Vessel. | Names of Owner. | Fines. | Damages. | Remarks. |
|-----------|------------------------|--------------------------------|---------|----------|-----------------------------------------|
| 1903. | | | \$ cts. | \$ cts. | |
| July 16 | Str. Waconda..... | Ont. and Great Lakes Nav. Co. | ..... | 40 00 | Damages to coping, lock No.1. |
| " 11.. | " Fairmont..... | Mont. Transp. Co..... | ..... | 40 00 | " " 4. |
| " 31.. | " Filgate..... | Cornwall Nav. Co..... | 20 00 | ..... | Excess of speed and obstruction. |
| Aug. 1.. | Barge Nadine..... | Quebec Route..... | ..... | 70 00 | Damages to coping, lock No.2. |
| " 11.. | Str. Geo. C. Howe..... | Ont. and Great Lakes Nav. Co. | ..... | 100 00 | " " 1. |
| Oct. 29.. | " Davidson..... | St. Lawrence Trans. Co..... | ..... | 20 00 | " " 1. |
| Nov. 4.. | " Arabian..... | J. B. Fairgrieve..... | ..... | 20 00 | Damages to railing, lock No.1. |
| " 4.. | " Hubert Larkin..... | W. J. Poupore & Bros. | 20 00 | ..... | Excess of speed and offensive language. |
| " 6.. | " Iona..... | Messrs. Hall & Co..... | 20 00 | ..... | Disobedience and offensive language. |
| " 10.. | " Wahconda..... | Ont. and Great Lakes Nav. Co. | ..... | 20 00 | Damages to coping, lock No.2. |
| 1904. | | | | | |
| June 4.. | Str. Arabian..... | J. B. Fairgrieve..... | ..... | 20 00 | " " 6. |
| " 9.. | " Avon..... | Ogdensburg Coal and Towing Co. | 25 00 | ..... | Excess of speed and disobedience. |
| " 27, | " Tunet Cape..... | Can. Lakes and Ont. Nav. Co. | ..... | 20 00 | Damages to coping, lock No.3. |
| | | Totals..... | 85 00 | 340 00 | |

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, July 1, 1904.

SIR,—I beg to submit my annual report upon works of construction and survey, in connection with the enlargement of the St. Lawrence canals, for the year ending June 30, 1904.

CORNWALL CANAL

(Opened for traffic, 1843.)

This canal was originally designed and constructed to allow vessels of not over nine feet draught to surmount the Long Sault rapids, from Cornwall to Dickenson's Landing, a distance of $11\frac{1}{2}$ miles, with a rise of 48 feet, originally made in six locks, but since reduced to five.

The canal is situated on the north side of the St. Lawrence river on ground sloping rapidly towards the river, and generally about 30 feet above it. The high embankments thus rendered necessary when not perfectly constructed, or when resting on treacherous foundations, which are common along this section of the river, have given rise to frequent landslides, entailing, as in 1888, very serious consequences.

In order to make the St. Lawrence navigable by vessels of the same class that pass through the Welland canal, and to carry out the general scheme of enlargement adopted by the government, work was commenced on the Cornwall canal division in 1876.

The work consisted in deepening, widening and straightening the original channel, strengthening and protecting the embankments, and in building enlarged locks 270 feet long by 45 feet wide, with not less than 14 feet of water on the mitre-sill, when the river is at its lowest stage; supply weirs, bridges, &c., also in addition to the above, and not included in the original contracts, the repair or renewal of the foundations and general restoration of the damaged masonry of the old locks 15, 16, 17, 18, 19 and 20, and the adaptation of the basin between old locks 16 and 17 to the purpose of a dry dock. Also dams, weirs and the guard-gates, and automatic dam above lock 20, rendered necessary by the adoption of the Sheik's island channel, and the masonry superstructure with ice-breaker on the old pier at the upper entrance.

The Sheik's island channel does away with the imperfectly constructed embankments west of Mille Roches, embraced in the contracts for sections Nos. 6 and 7 and parts of 5 and 8, which were abandoned when the decision to construct the channel had been arrived at. This diversion from the line of the old canal does away with three and a half miles of very tortuous canal navigation, unfit for the class of vessels for which the enlarged canal system was intended, and substitutes two and three-quarter miles of what can be classed as lake navigation, thus dividing the canal into two sections, the lower or eastern section, six miles long; upper or western section, two and a quarter miles, with two and three-quarter miles of lake navigation between, and saving about half a mile in distance.

The guard-gates and automatic dam at lock 20 were constructed to protect the lower reaches from the large body of water impounded by the construction of the Sheik's Island dams, in case of accident to the locks or other structures.

For the purpose of construction, the canal was divided into nine sections, commencing with No. 1, at the lower or eastern entrance. The work of enlargement was commenced on this section in 1876 and was finished in 1882, except some work on old lock

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17, and the weir and head-race to the mills, which were afterwards completed under the contract for section No. 2.

The next section to be let was No. 10, to Messrs. Jocks, Delorimier & Broder, who commenced work in 1884, and, with the exception of the upper entrance, completed it in 1895.

LIST OF CONTRACTORS.

| Locality. | Section. | Contractors. | Date of Contract. |
|---------------------------------------------------|------------|---------------------------------------|-------------------|
| Cornwall. | 2 | Wm. Davis & Sons | Nov. 5, 1888. |
| Lock No. 19 | 3 | " | " |
| Maple Grove. | 4 | " | " |
| Sheik's Island Dams. | 5, 6, 7, 8 | " | June 19, 1893. |
| Mille Roches | 5 | The Gilbert Blasting and Dredging Co. | Nov. 2, 1888. |
| Moulinette. | 6 | " | " |
| Sand Bridge. | 7 | " | " |
| Long Sault | 8 | " | " |
| Dickson's Landing. | 10 | Jocks, Delorimier & Broder. | April 7, 1884. |
| Upper Entrance. | 10 | Weddell & McAuliffe. | Sept. 28, 1899. |
| Strengthening bank east of Pitt Street, Cornwall. | 1 | J. J. Fallon. | Feb. 8, 1902. |
| " | 1 | Bellhouse, Dillon & Co. | Sept. 16, 1903. |
| Cornwall Canal. | 1 to 10 | Michael P. Davis. | May 20, 1902. |
| " | 1 to 10 | " | Nov. 6, 1901. |
| " | 1 to 10 | " | April 25, 1903. |

NOTE.—Section No. 8 adjoins No. 10.

The work to complete the upper entrance was let to Messrs. Weddell & McAuliffe, under contract entered into on September 28, 1899, to be completed by November 13, 1900.

It consisted in the extension, straightening and widening of the channel on the north or landward side of the present entrance, from deep water, which commences 900 feet west of the upper gates of guard lock No. 21, and extends to a point about 1,100 feet west of the lighthouse on the south entrance pier, a distance of about 3,500 feet.

This contract was wholly completed on June 5, 1902, and the final estimate returned to the department on February 7, 1903.

On February 8, 1902, a contract was entered into with Mr. J. J. Fallon for widening and strengthening the north bank east of Pitt street, at Cornwall. This consists in the widening of the north bank of the canal and the building of a revetment wall for a distance of 1,000 feet from the east end of the present steamboat wharf at foot of Pitt street.

The work done during the past year was as follows :—

During the fall of 1902 and the following winter, stone was prepared at the contractor's quarry at Cambridge and shipped to Cornwall.

In April, 1903, dams were constructed to permit of the work being completed after the water was let into the canal on May 1.

Excavation was resumed on April 1 and was completed last month.

Laying the foundation for and the building of the revetment wall was resumed on April 9, and was completed in September.

Stone has been placed in rear of the completed wall.

This work was wholly completed in June last.

New wharf.—Owing to the defectiveness of the old steamboat wharf at the foot of Pitt St., immediately west of the above mentioned contract, on February 6, 1904, an

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agreement was made with Mr. J. J. Fallon for the construction of a new wharf. This consisted in raising both the north and south revetment walls to two feet in height, and between them a timber and plank superstructure of pine was erected for a distance of 170 feet.

This wharf was completed on June 18 last.

In connection with these works a contract was entered into with Messrs. Bellhouse, Dillon & Co., of Montreal, for the supply of cement to be used in construction of the revetment wall.

On May 20, 1902, a contract was entered into with Mr. M. P. Davis for the mechanism for operating the locks, guard gates, weirs and bridges of the Cornwall canal, to be completed August 15, 1903.

This contract was wholly completed and the final estimate forwarded to the department on March 28, 1903.

A contract was entered into with Mr. M. P. Davis, on November 6, 1901, for the erection of switch houses required in connection with the installation of the electric lighting plant. This contract was completed and the final estimate sent to the department on November 5, 1902.

On April 25, 1903, a contract was entered into with Mr. M. P. Davis for the installation of the machinery for operating the locks of the old Cornwall canal, and also for motors to be installed in the workshops of the Cornwall canal, to be completed August 1, 1903. This work is complete with the exception of installing the motors which will be done as soon as the workshops are erected.

In connection with the additional water power granted at lock 18 to the Paper Mill Company, attention is again directed to the necessity for rebuilding and enlarging the regulating weir at old lock 17.

It may be well to draw your attention to the fact that a portion of the south bank of this canal, situated immediately west of lock 17, opposite the town of Cornwall, has a curvature altogether inadequate to the present requirements.

This canal, when enlarged, was intended for barges of increased dimensions and draught.

For the past few years the shipping has made such rapid strides, that to-day, not only barges of increased dimensions but ocean steamers also pass through this canal, and during high winds it is with great difficulty that they get around this particular sharp curve, without having sometimes to run into the slope of this bank.

Since the upper reaches of this canal were completed, an additional depth of two feet of water has been added, thereby increasing materially the pressure against the bank, which is by no means counterbalanced by that on the river side.

At this point the surface of the canal water is 24 feet higher than that of the river water and indications of great strain are now visible, which may, in the near future cause some serious trouble. I would therefore direct your attention to the necessity of rebuilding this portion of the south bank, with such an alignment and strength suited to the present as well as the future requirements.

I may also add that a sharp point on the south bank of the canal, immediately opposite the upper dam of the Sheik's Island channel could be reduced to the great advantage of the large vessels.

FARRAN'S POINT CANAL.

(Opened for traffic, 1847.)

This canal is situated about five miles west of the village of Dickenson's Landing, the head of the Cornwall canal. It was built to overcome a short, swift rapid above the village of Farran's Point, and was about three-quarters of a mile long, with a lockage of 3½ feet.

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In the year 1847, the original canal for nine feet navigation was opened for traffic. The present enlarged canal has been extended to Empey's Bay, thus increasing the length to $1\frac{1}{2}$ miles and the lockage to 4 feet.

The enlargement having been authorized, tenders were advertised for, and on June 1, 1897, a contract was entered into with the Canadian Construction Company to undertake the necessary work, and to have it completed by January 31, 1899.

The time for completion has since been extended.

This work was wholly completed on October 11, 1902, and the final estimate was completed October, 1903.

WILLIAMSBURG CANALS.

RAPIDE PLAT CANAL.

(Opened for traffic, 1847.)

The lower entrance of the Rapide Plat or Morrisburg canal is situated about $9\frac{1}{2}$ miles west of the Farran's Point canal. It was designed to overcome the rapids of Rapide Plat by a lock of $11\frac{1}{2}$ feet lift, and extends from the village of Morrisburg to Flagg's Bay, a distance of $3\frac{1}{2}$ miles.

The original canal, intended for vessels of 9 feet draught, was opened for traffic in 1847.

The work of enlarging for the 14 feet draught vessels was commenced in 1884, and consisted in the deepening and widening of the old channel, the building of a new lift and a guard lock of 270 feet by 45 feet, supply weirs, regulating weirs, &c., and the construction of a new road to replace the highway destroyed by the canal improvements.

The old lift lock was put in thorough repair, and the sill lowered so as to admit of 9 feet navigation through it at lowest water.

LIST OF CONTRACTORS.

| Locality. | Section. | Contractors. | Date of Contract. |
|----------------------|----------|---------------------------|-------------------|
| Morrisburg | 1 | Poupore & Fraser | Jan. 26, 1891. |
| Mariatown | 2 | Weddell Dredging Co. | Jan. 12, 1891. |
| New Road | 3 | Poupore & Fraser | Jan. 26, 1891. |
| Flagg's Bay | 4 | William Broder | April 2, 1884. |
| Upper Entrance | | P. H. Gilbert | April 17, 1901. |

The work on all sections except at upper entrance has been completed and the final estimates completed.

Upper entrance.—This work consists in the straightening, deepening and widening of the channel, the removal of the old north and south piers, and the construction of a new and more extensive pier, with stone superstructure and ice-breaker on the south side.

The contract for this work was awarded to Mr. P. H. Gilbert, and was commenced on April 17, 1901.

The work done during the fiscal year is as follows:—

Dredging operations were continued until December 14, 1903, resumed on May 14, 1904, and will be completed in a few weeks.

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The masonry of the stone superstructure of south pier was resumed on October 5, 1903, and discontinued on January 2, 1904, and nothing further has been done this year, owing to the prevailing high water, cut stone for masonry has been prepared. It is the intention to complete this contract by the end of present season.

I have also to draw your attention to the advantage of affording a better alignment for the benefit of large vessels, at a point opposite the Farlinger property, situated about half a mile east of guard lock No. 24, on the north side of this canal and where a curve could be materially reduced.

This improvement was contemplated some seven or eight years ago, but afterwards abandoned.

GALOPS CANAL.

(Opened for traffic, 1847.)

Between the head of the Rapide Plat canal and the foot of the Galops, at the village of Iroquidis, there is a $4\frac{1}{2}$ -mile stretch of river navigation. What is now known as the Galops canal was originally built as two separate canals, with a short stretch of river navigation between.

These were opened for 9 feet navigation in 1847, the lower or eastern section called the Point Iroquois canal, commenced at the village of Iroquois and extended to Presqu'île. It was 3 miles long, and had a lockage of 5 feet 7 inches, which overcame the rapid of Point aux Iroquois.

The upper or western section, known as the Galops canal, commenced at the village of Cardinal and extended up stream to the head of the Galops rapids; it had a lockage of 6 feet 8 inches, and surmounted the Cardinal and Galops rapids called by the early forwarders 'the Upper Galoo's or Chain of Rocks.'

About ten years after the completion of these canals, they were connected by an embankment, otherwise the 'Junction canal,' built in the river, and other improvements made increasing the total length of canal to $7\frac{1}{2}$ miles, and the lockage to 14 feet 10 inches, thus avoiding the rapid current of the short stretch of river navigation.

In 1888, Messrs. Murray & Cleveland entered into a contract with the government to enlarge the upper entrance; the work consisting of the building of a new lift-lock in Round bay, connecting directly with the river immediately below the Galops rapids, and a new guard lock, each 270 feet long by 45 feet wide, and a supply weir. The removal of the old guard lock, and also the deepening, widening and straightening of the channel from the upper entrance past McLaughlin's Point to the new locks at Round bay, a distance of about 1 mile.

The lift-lock at Cardinal is now cut off from the canal and connected directly with the river by means of a large opening which has been made through the old canal bank below, thus rendering free access from the river to the wharf at the foot of old lock 26, for the accommodation of the village of Cardinal.

The improvement of the channel at McLaughlin's Point by widening it towards the north, as authorized was commenced with steam shovel in September, 1900, and completed with a dredge in October, 1903.

Earth excavation.—The work of excavation in prism of canal west of Nine-mile road was commenced on July 5, 1902, and continued until October 6, when all excavation which could be done by means of steam shovel was completed. The excavation remaining was dredged out and completed in October, 1903.

The improvement to give a line of sight from the lift-lock to the head of the canal, which necessitated the removal of that portion of McLaughlin's hill above a plane 12 feet above normal water in canal, having been authorized, arrangements were made for

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the necessary right of way, and excavation was commenced in October, 1902, continued during the season of 1903, and resumed on May 28, 1904, and is still in progress.

Total amount of earth excavation for the year was about 43,042 cubic yards.

Rock excavation.—Rock excavation below water at the site of old lock 27 was resumed May 4, 1904, and continued until June 30, when this work was practically completed, except a narrow portion in front of old lockhouse.

The total amount of excavation for the year was about 5,418 cubic yards.

The cribwork extension of the southeast pier below lift-lock No. 28, which was completed to the level of high water last year, has been protected by a stone talus. To complete this work a masonry wall four feet above the normal water in the river will be constructed. This work, however, will not be attempted during the prevailing high water.

The stone protection to banks is practically completed; only a small portion is now undergoing repairs and will be completed next month.

Waling pieces for the protection of the mooring pier east of the guard lock were placed during April, 1903.

In the year 1897 the government advertised for tenders for the enlargement of the other portions of the canal, dividing it into two sections of about three miles each—Iroquois and Cardinal. Messrs. Larkin & Sangster obtained the first named, and Messrs. Wm. Davis & Sons the latter. In each case the work was to be completed by January 31, 1899, but the time for completion has since been extended.

The scheme for enlargement contemplated the raising of the level of the reach between Iroquois and Cardinal six feet, that is, to the height of the lowest known level of the river at the head of the Galops rapid, and overcoming the whole rise with one lift-lock at Iroquois.

IROQUOIS SECTION.

Work on the enlargement of this section was commenced in May, 1897. It consisted of excavating a new entrance channel, the building of two entrance piers, a 'flotilla lock,' 800 feet long by 50 feet wide, weirs, bridges, retaining walls, &c., and the straightening, deepening and widening of the canal for about three miles; also the reconstruction of the highway north of the old canal, &c.

The work of building masonry foundation walls for the Iroquois water works, the renewal and repair of the government wharf at the village of Iroquois, and the widening and deepening of the government ditch on the north side of the canal have all been completed under this contract.

An electric light cable has been placed under the canal.

This work was entirely completed in November, 1902.

The final estimate of this work is being prepared.

CARDINAL SECTION.

Commencing at the western end of the Iroquois section at Presqu'île, it extends west through the rear of the village of Cardinal to Gates' Point, the eastern end of the upper entrance contract, a distance of about three miles.

The work consists in widening, deepening and straightening of the old canal at each end of the section, and construction of an entirely new piece of canal through and on either side of the village of Cardinal, requiring the excavation of the prism, the building of banks and their protection, and the construction of cribwork and masonry revetments through the 'deep cut'; also the building of bridge piers and abutments, &c.

The chief feature is the 'deep cut,' in rear of the village of Cardinal, 5,900 feet long and 68 feet at the highest point, requiring the excavation of about 2,000,000 cubic yards of material.

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Earth excavation.—The total quantity of earth excavation on this section is about 2,600,000 cubic yards. Of this quantity there remains to be done but a small amount of trimming up on the canal prism, and removing of boulders found to be above grade. A dredge and derrick with diver were employed at this work, which was completed this season.

Rock excavation.—The total quantity of rock excavation on this section has proved to be about 19,000 cubic yards, of which about 10,000 cubic yards was contained in rock 'in situ' in bottom of 'deep cut.' The excavation of rock 'in situ' was completed November 13, 1902.

The cribwork revetment, which extends through a portion of the 'deep cut' was completed in 1902. The total length of this cribwork revetment is 5,258 lineal feet, and contains about 317,000 cubic feet of timber, 293,000 pounds of iron in bolts, and 45,000 cubic yards of stone filling, both inside and in rear.

The masonry revetment walls, laid in Portland cement, which rests on top of this cribwork, were completed October 4, 1902. Some pointing remaining to be done was completed this season.

Embankments.—All embankments have been made to their required height and width; repairs to those portions destroyed by slides which occurred during April last were completed in August, 1903.

The work of protecting the slopes of the 'deep cut' by the placing on them of pitched stone facing was completed December 22, 1902. Some repairs to this pitched stone facing, which have been found necessary are nearing completion.

The sodding throughout the section is in progress and was finished in August, 1903.

The stone protection to slopes of banks (where not affected by slides), was completed May 20, 1903.

The fencing throughout the section was completed last season.

The placing of gravel on new public road constructed on north side of 'deep cut' was completed in October, 1903.

The forming of ditches has been completed.

The masonry culvert at Nine Mile Road was completed November 13, 1902.

The necessary mooring posts in 'deep cut' were placed in position in August, 1903, and iron handrails were also at that time provided for each of the three flights of stone steps on upper slopes of 'deep cut.'

A timber culvert was also placed under the highway along north side of 'deep cut' west of the Nine Mile Road, in August, 1903.

During the month of April, 1903, owing to the water in this level having been lowered, several large slides occurred in the 'green' embankments both east and west of 'deep cut'. The embankment at the slides east of 'deep cut' has already been repaired, and that west of 'deep cut' was repaired in August, 1903.

Not only were the slides removed but cutting bays into the face of the banks to form a proper seat for stone filling for the protection to the lower portion of the bank and to form a foundation for the usual stone protection to be placed at water line.

The work of filling the bays and protecting the lower portion of the slope was completed in December, 1903, and was allowed to settle and consolidate throughout the winter.

In April, 1904, the water in the canal was lowered and the placing of ordinary stone protection on face of bank, as well as filling in rear of same with sodding on top was proceeded with and completed on May 25, 1904.

Repairs to bermes and upper slopes in the 'deep cut' rendered necessary by the action of the heavy spring rains were commenced May 26, and completed June 30, 1904.

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GALOPS RAPID IMPROVEMENT.

This work comprises the excavation of a straight channel 200 feet wide and 17 feet deep through the shoals of the rapids which are known by the following names : Upper Bar, North and Caledonia shoals, Island shoal and Lower Bar. The whole of these shallow places are included in a distance of 3,300 feet.

The work is sub-aqueous and consists in blasting and dredging the rock in the rapid.

The work as originally designed for the 200-foot channel was finished in November, 1888, but in view of the apparent lowering of the water surface of the River St. Lawrence, and for the purpose of making a satisfactory test and survey of its bottom, and at the same time to be prepared for the removal of any material above the original contract grade, an agreement was entered into in the year 1897 with the Gilbert Bros. Engineering Company, Limited, to perform the necessary work. Operations were commenced the same year. In the year 1898 it was decided to widen the entrance to the existing channel south or towards Adam's island, with a view to eventually increase the width of the channel as originally excavated to 300 feet.

The plant employed consists of a dredge, drill scow, tugs, scows, &c., all adapted to the special work in hand.

As there was no appropriation for continuing the work in 1902-03, no work of any kind was done, but the plant was maintained in good working order.

For 1903-04, an appropriation was granted and the work was resumed in May, 1904.

During the past two months the drilling and blasting has been confined to the lowering of the grade on the Island Shoal; and the work of drilling at the Lower Bar is now in progress.

To complete the channel and render it safe in all stages of the river, Lower Bar should be widened to 300 feet at bottom and some detached rock outlying North Shoal either taken out or rolled into the adjacent deep water. With this done and the dam closing the gut completed, the new channel, which is the main channel of the river, will be brought into general use by all classes of vessels, except probably the old time 9 foot draught barges, which are now towed in batches of four or six.

NORTH CHANNEL.

This channel commences about one mile west of the Upper Entrance of the Galops canal and extends in a straight line to deep water off Chimney Point, a distance of $2\frac{1}{2}$ miles.

It was constructed to avoid the sinuous natural channel passing through American waters, which is about three-quarters of a mile longer, and could not be navigated with safety by the class of vessels for which the present enlarged canals were designed.

The work consists in the excavation of a channel originally 200 feet wide, which was subsequently increased to 300 feet, through the bed of the St. Lawrence river and Drummond and Spencer islands, the construction of embankments on either side of the channel, and of piers and of cribs at its eastern and western entrances.

The work having been authorized and tenders advertised for, it was let to Mr. M. A. Cleveland, May 14, 1897, the work to be finished on January 31, 1899.

The time has since been extended.

The chief reason for urging the construction of this channel was to complete the deep or 14-foot navigation from the Prescott reach to the head of the Galops canal and rapids, instead of following the old and circuitous American channel across the flat-rock shoals, over which navigation is limited to nine feet, besides involving a distance of three-quarters of a mile in excess of the North Channel route, practically the shortest obtainable between Prescott and the head of the Galops canal.

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Since the construction of the north channel from its earliest unfinished stage, when less than 200 feet was the available width, it has become the principal navigable channel for vessels of all draughts, and will so continue in any stages of the river.

In its present condition it is full 300 feet wide on the bottom, except at the head of Spencer island, where for a short distance it is only 200 feet in the clear, and will remain at that width until next season, when the material which is being reserved for backing the breakwater will be removed and full width of 300 feet obtained.

The depth of water in the channel at its present high stage is 17 feet. The channel is temporarily lighted by one gas buoy at the head of the breakwater, and by a lamp at the lower entrance pier.

The stone revetment and slope walls within the prism are finished, except the proposed continuous line of coping which has proved to be necessary and has been provided for in estimate.

The work done during the past year is as follows :—

Earth excavation.—Dredging operations were carried on, at south side of channel at Drummond's island, and cleaning up bottom up to September 23, 1903, when the entire width of prism was completed and the channel at this point finished, thus completing channel from head of Drummond island to east dam. Dredging was resumed at Spencer's island on April 13, 1904.

Rock excavation.—The dredging of excavated rock in prism east of lower entrance began September 23, 1903, and continued during the season. Dredging at this point resumed June 28, 1904, and continued to June 30. Only a small portion remains to complete channel at this point.

Cribwork at upper entrance, consisting of a continuous breakwater on the north side of the channel from Spencer's island to the lighthouse, was completed to the level of normal water in October, 1902. The placing of footing course to superstructure on cribwork above Spencer's island was begun December 1, 1903, and continued to December 12, 1903, when 1,200 lineal feet of footing had been placed. Owing to the extreme high water prevailing it has not been possible to continue this work the present season, but stone is being prepared for this purpose.

'GUT DAM.'

This dam is being built in what is known as 'The Gut' channel between Adams island, a Canadian island, and Les Galops island, a United States island. This necessitated procuring the consent of the United States government thereto, which was formally obtained.

The extreme length of the structure is about 900 feet, and its maximum depth, when completed, will be 17 feet. At this point where the dam is situated, the current had a velocity of 8.70 miles per hour, which increased greatly as the work progressed.

The primary object of the dam is to shut off a side or cross current in the Galops rapid (which crossed that channel at a maximum angle of $20^{\circ} 40'$), and thereby render that channel safer for the passage of vessels. A secondary object is to raise the water in the upper entrance of the Galops canal, by lessening the cross-sectional area of discharge of the river. The depth of water on the sill of lock 27, at its lowest known stage, was but 13 feet.

The objects of the dam seem to have been attained with the structure in its present state.

The current crossing the Galops rapid channel has been overcome. The water in the upper entrance of the Galops canal has been raised.

If the crest of the dam is to be built only to the height of the level of ordinary water, viz., 9 feet on the sill of old lock No. 27, the currents in the Galops rapid channel will vary at periods of high and low water, placing vessels using that channel at a disadvantage. By raising the crest of the dam to at least the level of high water, these currents will be made constant.

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The authority for proceeding with the work was received on September 10, 1903. Work was commenced on the following day, and on November 11, 'the Gut' was completely closed by the rock dump which forms in part the rock talus on the lower side of the cribwork core of the dam.

The seats for the cribs were dredged to such a depth as to insure a good foundation, bed rock being reached in several places. Dredging for the seats of cribs was commenced on November 14, 1903, and discontinued for that season on the 21st of the same month. Dredging was resumed on April 19, 1904, and discontinued on May 4. Only a small amount of dredging remains to be done.

The first crib for the core of the dam was placed on November 21, 1903, and on December 2, when this work was discontinued for the season, 13 cribs had been sunk in place. Five anchor cribs, which also served as guard cribs, were also sunk. Placing cribs was resumed on April 29, 1904, and up to June 30, 29 cribs had been sunk in place and filled.

The aprons of rock fill at either end of the dam were partially placed in May, 1904.

The indurated clay talus is being placed.

The space between the cribs and the rock dump is being filled with material obtained from reducing the top of the rock dump.

With the water at its present stage—11'60 feet on the sill of old lock 27, it will not be practicable to complete the dam this season.

RIVER REACHES.

From the head of the Soulanges canal to the foot of the Cornwall canal, the length of the navigable channel is about 32½ miles; of this distance, 30 miles is through Lake St. Francis.

A channel has been buoyed between the above mentioned points, with a minimum depth of 16 feet at lowest water, and has been brought into general use.

St. Regis section, 2½ miles east of Cornwall, is situated about mid-way between the foot of Cornwall island and First Crab island. The work here consists in the dredging of a channel 1,100 feet long and 300 feet wide through what is known as the St. Regis shoals, and protecting it with a dyke terminating with crib piers. This work was let to Messrs. Manning & Macdonald, May 24, 1898, to be completed November 30, 1898.

This work, however, was not completed until the fall of 1900, but has since been generally used by all classes of vessels, and is an important link in the 14-foot or deep water channel.

Hamilton island section, between the seventh and eleventh mile east of the Cornwall canal.

This work consists in the dredging of a channel through or of widening and straightening it through the undermentioned shoals, and the construction of a light-house crib on the Middle Ground, viz.:—

The Clark's island shoal, 7½ miles east of Cornwall; the dredging at this point was substituted for that proposed to be done at Horseback.

The Middle Ground, 10 miles east of Cornwall.

The Highlander shoal, 10½ miles east of Cornwall.

A contract was entered into with Messrs. Manning & Macdonald, May 24, 1898, to be completed November 30, 1898.

The time stated for completion has necessarily been extended, but all the works embraced in the Manning & Macdonald contracts are now finished.

The final estimates were sent to the department on August 8, 1903.

By way of improving the river channel, so as to afford a more direct course to vessels, I beg to submit that several salient points and shoals should, in course of time, be removed.

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For the present I will confine myself to draw your attention to the improvements which could be made at the following places, viz.:—

Immediately east of lower entrance of the Farran's Point canal, Baker's Point could be reduced.

Between Aultsville and Morrisburg, a shoal known as 'Jack Ass Shoal' could be removed. Upon this shoal, through some mishap, vessels have frequently been aground or entirely wrecked.

Immediately below the lower entrance of the Rapide Plat canal, the reducing of Rose's Point would materially improve the channel.

At the head of the Rapide Plat canal, immediately west of the present Gilbert contract, on the north side of the river, a salient point, known as Robertson's Point, could also be reduced.

Iroquois, on the north side of the river the channel opposite Pine Tree Point could be materially improved.

In view of these improvements I would suggest that a careful examination and surveys be made as soon as convenient.

I have the honour to be, sir,

Your obedient servant,

L. N. RHEAUME.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

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ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT OF OPERATION,
MORRISBURG, ONT., June 30, 1904.

SIR,—I have the honour to submit herewith the Annual Report on the maintenance and operation of the St. Lawrence canals for the fiscal year ending June 30, 1904.

THE CORNWALL CANAL.

This canal was closed to navigation on December 3, 1903, and opened on May 1, 1904.

During the season navigation was uninterrupted.

The electric light and power service during the year has been most satisfactory; the number of lights out at any one time on the line of over 17 miles not averaging 3 per cent of the total number installed. During the winter season there are only 100 lights burning, which allows of lighting each lock and weir and lock-house, and the full stretch of canal in the neighbourhood of the town of Cornwall. Lights are necessary on the locks during the winter, as a man is on duty all the time to regulate the water levels.

During the season of 1903 the equipment of the old locks with electrical machinery was completed, and is in good working order.

All the work of installing the electric light and machinery was done by Mr. M. P. Davis, who selected Messrs. T. Pringle & Son, electrical and mill engineers, Montreal, to design and superintend the work of installation.

I have secured from Messrs. Pringle & Son a short technical description of the work, which is presented herewith in the hope that it may prove interesting:—

‘The electrical equipment of the Cornwall canal is supplied with current from the power house of Mr. M. P. Davis, near Mille Roches, on the Cornwall canal. Messrs. T. Pringle & Son were the engineers, and the electrical equipment was installed under the personal supervision of Mr. F. H. Leonard, jr.

‘The plant is situated just below the lower dam on the Cornwall canal, near the village of Mille Roches, and takes water from the upper level. There is obtained a head under ordinary circumstances of about 30 feet; but on account of high back-water the plant was designed for operation temporarily on a minimum head of 18 feet.

‘The power house foundation rests on the solid rock, the wheel pits being excavated to a depth of about 10 feet below the surface of the bed rock. The arches over the wheel-pit are of concrete, but faced on the outside with rough picked masonry of large dimensions, which gives to the entire structure a very substantial appearance. The power house is constructed on a steel frame having brick walls and heavy plank roof.

‘Provision was made for four hydraulic units, giving an ultimate capacity of approximately 6,000 h.p. Each unit consists of 5—35 inch new Sampson wheels by Wm. Hamilton & Company, with horizontal shafts directly coupled to a 1,000 K.W. Bullock generator, operating at 2,200 volts at 180 r.p.m. at 60 cycles.

‘The switchboard gallery is about 19 feet above the main floor of the power house, and accessible by means of a flight of iron steps in the centre and two iron ladders at either end of the power house.

‘At present but one unit is installed, with 2—50 k.w. exciters, 285 r.p.m. Switchboard panels are provided for the control of the generators, the exciters and the various feeders.

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'The arc lights, of which 230 are located along the bank of the canal, were furnished by the G. I. Company of New York. A three-panel switchboard controls the operation of these lamps, and each circuit is regulated by a 100 light G.I. regulator capable of maintaining practically constant current with any number of lamps in circuit from 1—100, its full capacity.

'The current for these circuits is stepped up from 2,200 volts by means of transformers of 60 k.w. each, the transformers being provided with intermediate taps, so that besides the full voltage of 11,000 v, if a smaller number of lamps are required either 4,400 or 6,600 volts can be used, thus reducing the reactance necessary to maintain a proper voltage and permitting of a higher power factor under the conditions of partial load.

'Current for the power circuit (three in number) is obtained by stepping up from the generating voltage of 11,000 volts by means of 3-150 k.w. transformers which supply the 3-pole transmission lines reaching various locks along the eleven miles of canal.

'The primaries of both arc lighting and power transformers are controlled by oil switches connected to the bus bars on the main switchboard, a separate panel being provided for each class of service. The power circuits are passed through a separate high potential switchboard which connects the transformers to the three separate 3-phase power lines.

'Lightning arresters and choke coils are provided for the various circuits. The wiring of the station between generator and switchboards to the wire tower, from which the circuits are fanned out to the different pole lines, is all carried in 3-conductor lead encased cable, allowing ample space for additional cables.

'The pole lines for the lighting and power circuits are of substantial construction, an exceedingly straight lot of cedar poles being used. These range from 30 to 50 feet in height, none having less than 7-inch tops, on which are mounted special cross arms provided with hickory pins which were boiled in stearic acid. Five and one-half inch triple petticoat glass insulators have been used with satisfactory results with the 11,000 volt circuits. Bare copper conductor is used, spaced 16-inch on centres, and on account of the low current per line no attempt was made to use the triangular arrangement of conductor, the three wires of each circuit being arranged side by side without transposition.

'The 3-phase power circuits occupy the upper arms and on the lower arms are located the single-phase arc circuits. The main lines occupy the south bank of the canal.

'Crossings are made at the Mille Roches bridge in armoured paper cables, one for 3-phase, 2,200 volts power and lighting circuits, and another for the single-phase, 11,000 volts arc circuit. Another crossing is made at lock 18, which provides for 3-phase power circuit, as well as another 11,000 volts arc circuit to provide for power and lighting on the north bank below this point.

At the Stormont bridge near Cornwall, another 11,000 volts arc cable provides for lighting the two piers at the bridge, and an emergency cable is laid just above lock 17, so that in case of accident to any of the other crossings, or a break in the line, emergency connection can be made in the houses covering the cable heads on the bank of the canal.

'Extreme care has been taken in locating and setting out the line, a transit being used for this work, making the alignment and location almost perfect.

'The line is well guyed on the curves with galvanized signal strand well anchored, or in some cases tied to a heavy guy stub. On the sharp curves, poles are double armed to provide for the severe strain.

'The lamps are hung from short iron pipe brackets which pass through the pole and are held in place by a collar at the front side and a lock nut at the back, and braced on the under side by an iron pipe strut fastened to the face of the pole by two lag screws. An insulated hanger is used at the outer end of the bracket (2 feet 6 inches from the pole) which, together with the insulators on the lamps, renders danger

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from grounding in the lamp frame and bracket extremely remote. The lamps are trimmed from the pole without lowering lamp.

'Loops are cut in from transposition insulators by means of No. 8 flexible, rubber covered conductor, soldered to the bare copper line conductors.

'The lighting of the canal is carried out by an arc lamp located on every fourth pole with poles averaging about 100 feet apart.

'A light is located at the piers as the lock is approached from below, and an arc lamp is also located at each side of the lock just below the gate. Two more lamps are located at the middle of each lock and two at the upper end of the lock just at the lock gates. There are also two more at the upper piers.

'Below lock 18 both banks are illuminated all the way by lamps located 400 feet apart. Above lock 18 the lamps are located on the south side of the canal only, with the exception of prominent points, bridges, &c., where lamps are provided on both sides.

'The upper level broadens into a lake of considerable proportions, about 30 feet deep near the lower end. The lamps are here less frequently located on the prominent points on the south side until the upper dam is reached, where the canal again narrows to the usual dimensions.

'The lamps are again located about 400 feet apart on the south bank up to lock 21, which is a guard lock. On the long pier on the south side protecting the canal entrance, lamps are placed, as well as on the north bank as far up as Dickenson's Landing.

'An illumination so perfect as above described, you can readily imagine, makes navigation at night as easy as in daylight, and lockages are performed as easily and as rapidly as they could be in daytime.

'At the upper end of each lock on the south bank there is located a small switch-board cabin, 7' 0" x 9' 0". On the little island between the two locks is located another switchboard cabin, and at the upper end of the lock on the north side of the second lock is another cabin.

'In the first of those above mentioned are placed three transformers, and connecting to the 11,000 v. mains which step voltage from the line pressure to 550 v., and it is at this pressure that the motors operate. A high tension fuse board is provided to take care of the primary connections to the transformers. The long inclosed fuse has friction contracts at either end, and by pulling these fuses out of the end clips by means of a wooden stick with a hook at the end, the circuit can be opened in case of temporary trouble, or for any purpose whatever when it becomes necessary to disconnect the transformers. The secondary of the transformers passes through the switch on the switch-board which distributes the secondary current to the motors, two of which are located on each side of the lock. Armoured cables with paper insulation is used to conduct the current from the switch cabin to the motors located on the same side of the lock.

The connection for motors on the opposite side is carried through armoured cable which leads down through the floor of the switch cabin and passes through a hole drilled in the stone coping of the lock to the upper stop-log check. The cable turns over a radius of 16 inches at the top and passes down the check.

'Where the cable crosses on the lock bottom a timber is held on top grooved on the bottom side to receive the cable, and as the top of this timber is well below the breast wall at the entrance of the lock, there is no danger of the cable ever being disturbed.

'Rising on the opposite side of the lock in the stop-log check, the cable again passes through a hole drilled in the stone coping until it comes out of the earth back of the masonry under the next switch cabin, from this switch cabin the cable is carried into the third switch cabin on the north side of the old locks.

'On the switchboards in each of the cabins are placed the motor starting switches connected to auto-starters, which control the motors on one side of each lock. From the switch cabin on the south side are operated two motors, the first motor being connected by armoured cable—reaching from the switch cabin under ground to the first motor. The second motor is reached by conductors running from the switch cabin over-

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head to a pole very near the motor at the lower end of the lock, armoured cable connecting from the pole underground as far as the masonry and checked into the masonry where it passes over to the motor.

'The switch cabin on the little island between the two locks controls the two motors on the north side of the new locks and two motors on the south side of the old locks. The third switch cabin controls the motors on the north side of the old locks, as well as the motor operating the weir gate mechanism.

'The arrangement is identical in all the locks, with the exception of new lock 15 and old locks 15, 16 and 17 which are not provided with weir gates.

'The equipment for operating the lock gates and weirs was adapted for use in connection with the winches and weir gate mechanism already installed, without disturbing their capability for hand operation should occasion require.

'Four winches are located at each end of the lock, two on each side, one of which handles the chain to close the opposite gate, and the other handles the chain to open the gate on the side at which these winches are located.

'Across the top of each gate is a bridge on which is mounted the worms and rods for opening the two valves in each of the gates when required to fill or empty the lock.

'The electrical equipment utilized practically all of this machinery as it stood, with only the necessary changes to make the mechanical connections with the electrical drive.

'The motors selected are all of 5 h.p. for both the lock gate and weir mechanism.

'To operate the two winding winches which control the chains for opening and closing the gates, one motor is located near the hollow quoin at the heel of the lock gate—which is coupled by means of short length of shafting and friction clutch coupling to the winch near this point, and by means of another friction clutch and length of shaft sufficient to reach the other winch, supported at intermediate points by pedestals carrying journal boxes mounted on cut stone foundation for the mechanism.

'As there is a reduction of about 42 to 1, which gives a speed of about 26 rev. for the operating shaft, we concluded to use the worm gear rather than a more complicated triple reduction by means of spur gears. A sub-base extends under the motor and also carries the casing for the worm and worm gear. The worm runs in oil, the thrust being taken up by alternate steel and bronze collars and thrust discs, adjustable at one end by means of set screws and check nut to compensate for wear.

The motor, which runs at 1,200 r.p.m., is coupled directly to the worm shaft, the worm being cut out of solid steel and meshing into a hobbled bronze worm wheel turning on a shaft mounted on habbitted bearings. The projection at one end of this shaft having mounted upon it the friction coupling controlling the working shafts, the opposite end being coupled to a short length of shaft which carries the chain wheel similar to a sheave in a chain hoist, and from this point by means of a welded link chain made endless is turned at an angle to the main working shaft, the supplementary shaft for operating the valves in the lock gates. This shaft is supported on bearings secured to the coping of the lock and placed about $\frac{1}{2}$ -inch above its surface and continued under the bridge on the lock gate, a universal coupling being utilized at a point near the gate pivot so that the travel of this joint is minimized.

The arc of the circle through which this coupling passes is provided for by a swivel box carrying the end of the driven shaft, and the travel in and out is allowed for by having the chain sheave run free on the shaft except when engaged by a jaw clutch keyed to the shaft so as to allow the shaft to run in and out as it passes through this arc and engage or disengage the clutch at the proper time for controlling the valve mechanism. The clutch being disengaged allows the driving sheave to run loose on the shaft, the shaft itself remaining idle during the time the gate is open, and is only put into operation when the gate is swung to the closed position.

The valves are operated by bevel gear reversing mechanism, which allows the operator to either close or open the valves in the gates by throwing the shipping lever which engages a jaw clutch with one of the bevels required to operate the valve stem

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in the desired direction. The travel of this stem, however, is limited by an automatic stop consisting of a loop and bell crank, operated by a pin in the cross-head travelling with the valve stem so that at the lower or upper limit of travel, the pin trips the bell crank connecting with the shipping lever so as to throw the clutch out of engagement with the bevel gear which produces the motion.

The weir gates are operated by worm and segment, or in some cases by raising or lowering the valves in a manner similar to that on the lock gates, the operation of which is carried out in much the same way as described in connection with the gates.

As there are a number of weir gates or valves which must be capable of independent operation, provision is made by means of a double jaw clutch engaging with either one or the other of two bevelled gears on a horizontal shaft which meshes into a third bevelled gear on a shaft of the worm for operating the segment which drives the valve stems.

A friction clutch is placed between the shaft of the worm wheel driven by the motor, so that in case of accident resulting in jamming any of the parts, the friction clutch will slip before any serious breakage occurs.

The equipment for the bridges is operated by a motor driving the mechanism through worm gears, the same power unit being utilized as for the operation of the lock gates and weirs, an extension of the interchangeable idea. Aside from the first speed reduction, however, the gearing is quite different, though in the case of both the Mille Roches and Stormont bridges the arrangement is worked out on similar lines.

The bridge at Mille Roches has a motor swung under the bridge just outside of the turntable, being counter-balanced by weights at the opposite end of the bridge. I-beams support the motor and worm gear case, the shaft of which drives the gearing communicating the motion to a pinion meshing with the rack which turns the bridge.

A friction clutch communicates the power from the motor driven worm shaft to one or the other of a pair of bevels turning the bridge in whichever direction the operator desires. The clutches are operated by two removable levers coming up through the bridge floor.

The control of the Stormont bridge is very similar to that of the Mille Roches bridge, the only difference in the mechanism being that the power unit is mounted inside the drum of the turn-table on I-beam frame, which does not require to be balanced.

During the year a contract was entered into with Mr. M. P. Davis to complete the electrical working equipment of the canal by putting a winch at each lock for pulling vessels into the lock. The progress of the work under this contract has been delayed somewhat owing to the difficulty in securing the electric motors on time, but the work will be completed during the present season.

A contract was also entered into with Mr. J. C. Johnstone, Cornwall, for repairing the north bank from the east end of the revetment wall to old lock 17. During the two weeks that the water was out of this level in the spring the base of the wall for a distance of about 650 feet was put in and the wall built up from water level after May 1. There remains about 750 feet of this wall to build yet.

To prepare old locks 15, 16, 17, 18, 19 and 20 for the electric equipment it was necessary to lengthen the lifting rods, and widen the foot bridges. This was done and the machinery installed.

All the new locks were supplied with new chains for hauling the gates; and the old chains repaired were put on the old lock gates.

Another 500 feet was added to the new rip-rap on the north side of the canal on the high bank at Robertson's culvert, above lock 19. This was put in, using a heavier class of stone than had generally been adopted in the past. In many places along the south bank in short stretches of 50 to 100 feet the stone protection was renewed.

All gates, bridges and machinery were painted during the season.

The masonry on both sides at the west end of lock 17 was repaired, replacing seven stones in the coping, re-setting the others and putting in a concrete backing, finishing

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it off on the surface as a walk. This concrete backing at locks 15 and 17 has been found very effective in withstanding the impact of heavy vessels. In no case where it has been put in have the coping stones been shoved in. To prevent, as far as possible, chipping of the coping oak waling—strips were placed at each end of lock 15 on both sides, and at the upper end of lock 17 on both sides.

The slope on the high bank above lock 21 is in a condition requiring repairs every spring. It would appear as if it should be completely under-drained to prevent the slides that occur. Long stretches of it have had to be filled in during the present year; a similar slide occurred last year.

A beginning was made in putting in iron snubbing posts by placing two at lock 19 late in 1903. Others will be put in as the wooden posts now in position require to be replaced.

Two were also placed on the north side of lock 21.

In order to have a covering for the lock machinery that has to be taken off old locks 15 and 16 every winter to avoid damage by flood, an old building that stood near the upper dam was taken and repaired for a storehouse and placed on the north bank of the old canal at old lock 16.

This winter the heaviest ice jam occurred farther up the river than usual. The channel was filled with ice from about a mile below the foot of the canal to the head of Barnhart's island, raising the water so high that for a short time the Long Sault rapids were flowing level and the waters of the river running over the lock gates at the head of the canal.

While the canal was unwatered in the spring of 1904, all the stone protection was carefully gone over and repaired, in addition to the piece at Robertson's culvert that was renewed.

All the ditches along the south side of the canal have been carefully gone over and cleaned out.

The bridge across the Canadian Coloured Cotton Mill Company's flume, above lock 17, has been renewed, using timbers and plank.

Three anchor-bars on the gates of old lock 15 were broken by the ice during the winter. They have been replaced so that the lock is in condition for use, if the necessity arises.

The gate pontoon has been thoroughly overhauled and strengthened; but it is in bad condition, nearly all the frame work being well rotted.

All the old gates and barges left lying in the upper reaches of the canal have now been cleaned out.

Considerable work was done in cleaning up the bank at Mille Roches and in trimming the point, just above the Mille Roches bridge.

About 100 trees, mostly maple, elm, birch and willow, were planted on the south side at the head of the canal. They are growing nicely.

Plans have been prepared for workshops and office, and tenders for their erection are being called for.

In addition, all the work of small repairs was carefully attended to as the occasion arose. Repairing broken chains, patching broken gate bridges, repairing a broken part of machinery are matters each one small in itself, but when they occur day by day and perhaps several times in one day at one point or another it becomes a matter of some moment in the amount of time occupied in making the repairs.

THE WILLIAMSBURG CANALS,

comprising the Farran's Point, Rapide Plat and Galops canals, were all closed on December 3, 1903, and opened to navigation on May 1, 1904.

The only interruptions to navigation were at Farran's Point from 6 a.m., August 22, to 6 a.m., August 25, caused by the steam barge *Erin* sinking in the lock, and at the Galops canal from 8.30 a.m., November 21, to 10.50 a.m., November 23, caused by having lowered the water in the canal owing to a leak discovered in the bank. At

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Farran's Point all vessels drawing 9 feet, or under, used the old lock, so that only two vessels suffered detention by the accident—*John Crerar* and *Geo. C. Howe*. At the Galops there were only three vessels detained.—*D. D. Calvin*, *S. N. Parent* and *Neepawa*.

To mark clearly the projecting point where the old outer pier formerly showed at the lower entrance to the Farran's Point canal a red light was placed upon it.

Considerable work was done in putting back into position riprap stones that had become displaced on the Iroquois section of the Galops canal.

A new flooring of white oak was put on both the stationary and the swing bridge at Iroquois.

One house at Iroquois was thoroughly overhauled and repaired, and the one used by the engineering staff for an office was shingled. There are now three government houses at this lock used for the residence of the lockmen.

For almost its full length the south bank of the Rapide Plat canal was gone over and the riprap repaired. This required a large quantity of new stone.

The work of putting in iron snubbing posts in concrete base at new lock 23 was completed, and two put in on the old lock. The concrete backing for the lock and wing walls was also completed, and now that lock is in such good condition that it should require no attention for many years outside of the little accidents that may happen any time, and keeping it painted and clean.

All the residences, lock-houses and other structures requiring it were painted during the year.

At Farran's Point there was over a mile of the canal reserve lands that had not been fenced in. This was inclosed by a heavy post and wire fence, with gates put in at such points as they were likely to be required.

The pier at the northeast entrance to the Farran's Point canal was extensively damaged by one of the large freight steamers running into it. This damage was repaired, and the pier is now in as good condition as formerly.

Very complete soundings and surveys of the river in the vicinity of the lower entrance of the Farran's Point canal were made during the latter part of the season of 1903. These were plotted and a chart prepared. Afterwards a model of the river was cut out in wood and the direction and effect of the currents carefully watched. Much valuable information was obtained, which, it is expected, will be useful in overcoming the difficulties of navigation at that point.

A rather heavy cave-in occurred in the south bank of the Galops canal near the west end of the Iroquois section late in November, 1903. The water was lowered and the cave-in filled up.

The cribs put into this bank during the construction of the Junction canal have been left there, and now, from the heavier head of water and from muskrat invasion, are a source of trouble. Considerable repairs had to be done again in the spring of 1904. Where the bank was widened and the crib taken out, then the bank built up again, in the spring of 1903, there has been no further difficulty. It would appear as if a similar method of handling would overcome the difficulty at all the points where it exists. It has been decided to adopt this method, and to make the needed repairs without interfering with navigation. A separate appropriation is asked, for an amount sufficient to cover this work.

An ice bridge was formed between Baker's Point and Croil's island, below Farran's Point canal, early in January; fortunately the water did not rise high enough to do any damage.

The mechanics and a few of the labourers on the repair staff were employed during part of the winter in building a new working scow and house boat for the repair staff. The scow is 24 ft. x 70 ft. x 7 ft., of British Columbia fir, and has been made exceedingly strong, as it is intended to put on a derrick operated by steam power. The living quarters is a very comfortable float 16 ft. x 34 ft., affording good sleeping and eating quarters for a dozen men.

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During the winter season about 100 cords of heavy boulders were placed as a talus on the outer side of the bank of the Galops canal, on the Iroquois section, between stations 80 and 90.

In the spring of 1904, 15 snubbing posts had to be renewed at the head of the Galops canal.

All the ditches on the Redmond and Hanes farms on the north side of the Galops canal were cleaned out, and both of them extended in a westerly and southerly direction. There should be no further complaints of water lying on their property from either of these men.

A very considerable portion of the stone protection that was put in on the back ditch runs through the village of Iroquois, fell in and will have to be renewed. This will be done with a larger stone laid with a greater slope.

Nearly two miles of wire fence were built along the north side of the Galops canal.

About 200 native trees were planted on the outer bank of the Farran's Point canal this spring. Most of them are growing well.

On all the canals the grass and weeds were kept cut and the banks in good condition.

A contract was entered into with the Acetylene Construction Company of St. Catharines for installing the complete plant for lighting Farran's Point canal by acetylene gas. The work is well under way and will be finished in a month or so.

THE MURRAY CANAL

was closed on November 30, 1903, and opened to navigation on April 25, 1904.

There was no interruption to navigation during the season.

All the ditches were cleaned, grass and weeds cut, and several rather heavy wash-outs repaired by filling in. In order to avoid these wash-outs in the spring several of the ditches have been deepened and carried into the canal through a large tile running under the tow path.

The house purchased from C. Goodrich was repaired at a rather considerable cost, though nothing more was done than was needed. It is used as a residence by the bridgmaster on the Smithfield bridge.

The wooden piers of the C. O. R. bridge were rebuilt from below the water line, so that now all the bridge piers are in good condition. As nothing had been done to them or to the end piers since they were first built, it has been a matter of considerable cost to rebuild them.

The land pier on the north side of the eastern entrance was built up of concrete, making a substantial structure that will not require repairs. An iron snubbing post was put in, and steel girders to carry the flooring across to the next crib. Owing to lack of appliances for making and handling concrete work the work took somewhat longer than it will to do the remaining piers with machinery.

The piers are all very far gone and must be replaced at as early a date as possible.

All along the line of canal on both sides the stone protection was kept in good condition by constant work.

Numerous complaints came in from the owners of side-wheel steamers that their paddles were being broken by striking on the floats placed along each side of the bridge piers. These floats were taken out and walings placed on the side of the masonry, which serve the purpose of the floats in protecting the piers and abutments, and do not injure the vessels.

Contracts were entered into with the McGregor-Banwell Fence Company for wire fencing; Mr. T. D. Sandford for cedar fence posts, and with Mr. Norman Button for erecting the fence along both sides of the canal. Good progress has been made with each contract, and the fence is completed except at a few points where the high water prevents access at this season of the year.

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The house owned by Mr. W. H. Johnston, near the C. O. R. bridge, has been purchased, and will be used as a residence by the bridgemastrer at that bridge.

Statements are appended showing the water levels, traffic reports and fines and damages.

I have the honour, to be, sir,
Your obedient servant,

W. A. STEWART,
Superintendent of Operation.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

STATEMENT of fines and damages in connection with the St. Lawrence Canals during the year ending June 30, 1904.

CORNWALL CANAL.

| Lock. | Date. | Name of Vessel. | Damage. | Fine. | Name of Owner. | Remarks. |
|-------|---------------|---------------------|----------|---------|---------------------------------------------------------|----------|
| | 1901. | | \$ cts. | \$ cts. | | |
| 17 | July 31. | Hebron. | 1,427 69 | ..... | Hall Forwarding Co. | Unpaid. |
| | 1902. | | | | | |
| 20 | July 19. | | | 5 00 | L. A. Ross. | Paid. |
| 20 | Aug. 12. | | | 20 00 | " | " |
| | 1903. | | | | | |
| 18 | June 18. . | Bothnia | 9 79 | ..... | Tontreal Transportation Co. | " |
| 18 | " 18. . | Bohemian | 13 88 | ..... | R. & O. Navigation Co. | " |
| 21 | Oct. 17. . | A. M. Marshall. . | 60 00 | ..... | Great Lakes and St. Lawrence Transportation Co. | " |
| 17 | " 11. . | Geo. C. Howe. | 45 00 | ..... | " ..... | " |
| | 1904. | | | | | |
| 21 | May 27. . | J. H. Plummer. | 12 00 | ..... | R. O. McKay. | " |
| 19 | June 13. . | Turrett Chief. | 20 00 | ..... | Peterson Co. | Unpaid. |

WILLIAMSBURG CANALS.

| | | | | | | |
|----|------------|--------------------|--------|-------|---------------------------------------------------|-------|
| | 1903. | | | | | |
| 22 | July 16. . | Barge Doris | 100 00 | ..... | Can. Towage and Transp. Co. | Paid. |
| 22 | Oct. 16. . | H. B. Dalton. | 40 00 | ..... | G. L. and St. Lawrence Transportation Co. | " |
| 22 | " 31. . | J. S. Keefe. | 690 42 | ..... | " ..... | " |

MURRAY CANAL.

| | | | | | | |
|------|------|------|------|------|------|------|
| Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. |
|------|------|------|------|------|------|------|

W. A. STEWART,
Superintendent of Operation.

MORRISBURG, Ont., June 30, 1904.

SESSIONAL PAPER No. 20

Record of Highest and Lowest Levels of Water on the St. Lawrence Canals for the Year ending June 30th, 1903.

| MONTH. | CORNWALL CANAL | | | | | | WILLIAMSBURG CANALS. | | | | | | | | | | | | MURRAY CANAL. | | | | | |
|-----------------|----------------|-----|---------|----------|------|---------|----------------------|------|---------|----------|------|---------|----------|-------|---------|----------|------|---------|---------------|-----|---------|----------|-----|---------|
| | Lock 15. | | | Lock 21. | | | Lock 22. | | | Lock 23. | | | Lock 24. | | | Lock 25. | | | Lock 26. | | | Lock 27. | | |
| | Highest | | Lowest. | Highest | | Lowest. | Highest | | Lowest. | Highest | | Lowest. | Highest | | Lowest. | Highest | | Lowest. | Highest | | Lowest. | Highest | | Lowest. |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| 1903. | | | | | | | | | | | | | | | | | | | | | | | | |
| July..... | | | 10 8 | 10 4 | 11 0 | 10 3 | 10 5 | 9 6 | 10 0 | 9 3 | 10 3 | 9 6 | 12 11 | 12 1 | 10 7 | 9 10 | 14 0 | 13 8 | | | | | | |
| August..... | | | 20 7 | 10 2 | 10 9 | 9 10 | 10 3 | 9 1 | 9 9 | 8 8 | 10 4 | 9 0 | 12 9 | 11 3 | 10 4 | 9 3 | 14 0 | 13 5 | | | | | | |
| September | | | 10 3 | 9 10 | 10 4 | 10 0 | 9 8 | 9 2 | 9 5 | 8 9 | 9 8 | 9 1 | 12 2 | 11 6 | 10 4 | 9 5 | 13 7 | 13 0 | | | | | | |
| October..... | | | 10 5 | 9 6 | 10 1 | 9 4 | 9 4 | 8 5 | 9 1 | 7 10 | 9 6 | 8 0 | 11 10 | 10 3 | 9 10 | 8 9 | 13 4 | 12 5 | | | | | | |
| November | | | 9 7 | 8 9 | 9 7 | 8 4 | 9 9 | 7 9 | 8 2 | 6 9 | 9 0 | 7 0 | 11 2 | 8 11 | 9 8 | 7 11 | 13 0 | 12 1 | | | | | | |
| December..... | | | 18 11 | 8 7 | 9 9 | 8 4 | 9 5 | 7 8 | 8 5 | 6 4 | 8 9 | 6 9 | 11 1 | 8 6 | 9 6 | 8 0 | 12 8 | 12 3 | | | | | | |
| 1904. | | | | | | | | | | | | | | | | | | | | | | | | |
| January | | | 22 0 | 17 8 | 10 6 | 8 0 | 12 0 | 8 0 | 9 8 | 6 0 | 7 7 | 6 0 | 9 8 | 6 8 | 8 10 | 8 1 | 12 3 | 11 11 | | | | | | |
| February | | | 26 0 | 21 2 | 13 2 | 9 0 | 13 3 | 10 0 | 9 8 | 7 2 | 7 7 | 6 3 | 9 10 | 8 2 | 8 8 | 7 11 | 12 5 | 12 1 | | | | | | |
| March..... | | | 24 3 | 20 1 | 10 0 | 8 10 | 11 1 | 9 9 | 9 3 | 7 3 | 8 8 | 6 8 | 10 10 | 8 6 | 9 5 | 8 3 | 13 7 | 12 5 | | | | | | |
| April..... | | | 22 0 | 10 7 | 11 2 | 9 5 | 10 6 | 9 7 | 10 0 | 8 6 | 10 4 | 8 7 | 12 11 | 11 0 | 11 2 | 9 5 | 14 9 | 13 10 | | | | | | |
| May..... | | | 11 1 | 10 8 | 11 5 | 10 8 | 10 9 | 10 0 | 10 10 | 9 9 | 11 4 | 10 2 | 14 0 | 12 8 | 11 6 | 10 8 | 15 2 | 14 8 | | | | | | |
| June..... | | | 11 4 | 10 10 | 11 7 | 11 0 | 11 11 | 10 4 | 10 9 | 10 1 | 11 5 | 10 3 | 13 11 | 12 11 | 11 8 | 10 11 | 15 5 | 14 11 | | | | | | |

MORRISBURG, June 30, 1904.

W. A. STEWART,
Superintendent of Operation.

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SUMMARY of Traffic through the St. Lawrence Canals, during the Season of 1903.

| REVENUE DIVISION. | Passes issued and received. | Grain, &c., on which Tolls were paid here, transhipped at | | | Through Traffic to Quebec. | | | Number of Vessels passed through. | | | | | | Registered Tonnage of Vessels passed through. | | | | | |
|----------------------|-----------------------------------|-----------------------------------------------------------------|----------------|------------------|-------------------------------|--------|-------|-----------------------------------|--------------------|----------------------|-----------------|---------------|--------------|-----------------------------------------------|--------------------|-----------------|------------------|---------------|---------|
| | | Kings- ton. | Pres- cott. | Ogdens- burg. | Wheat. | Flour. | Coal. | Corn- wall. | Farran's Point. | Ra- pide Plat. | Galops Plat. | Lift Lock. | Mur- ray. | Corn- wall. | Farran's Point. | Rapide Plat. | Galops. Plat. | Lift Rock. | Murray. |
| | | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | No. | No. | No. | No. | No. | No. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Cornwall | 2,582 | | 31,231 | 12,889 | 17,904 | 21,325 | 5,105 | 1,416 | 1,645 | 3,126 | 1,985 | | 1,163,502 | 470,684 | 532,432 | 644,932 | 526,408 | | |
| Cardinal | 763 | 2,910 | 9,893 | | | | | | | | | | | | | | | | |
| Kingston | 404 | | | | | | | | | | | | | | | | | | |
| Brighton | 742 | | | | | | | | | | | 742 | | | | | | | 242,485 |

MONTREAL, June 3, 1904.

W. A. STEWART,
Superintendent of Operation.

SESSIONAL PAPER No. 20

HARBOUR IMPROVEMENTS,

PORT COLBORNE, ONT.

August 4, 1904.

DEAR SIR,—I have the honour to submit my annual report on the progress of the works for the improvement of the Port Colborne entrance, Welland canal.

The contract for these works was let to Messrs. M. J. Hogan and Allan R. Macdonell, May 4, 1900. They comprise ; first, the dredging and cleaning up the bottom of the canal basin and entrance channel to a depth of 16 feet at low water, and the construction of docking along the sides of the basin. Second, the excavation in solid rock of a wide channel 22 feet in depth from deep water in the lake to the lighthouse situated 2,000 feet from the shore line, on the southern end of the west pier, and the construction at this point of two elevator docks. The total estimated cost of these improvements as provided for under this contract at schedule rates is \$1,031,189.

The present condition of the works may be briefly described as follows : First, the improvements of the canal basin and entrance channel, north of the lighthouse on the end of the west pier are approximately one half completed. The total value of this part of the improvements is about \$360,652. As directed by your letter of April 25, 1904, the 950 lineal feet of docking on the east side of the canal basin south of the Grand Trunk elevator is being sunk to 22 feet in depth, the building of the cribs for this section of docking is now in progress. Second, the excavation of a wide channel 22 feet in depth from deep water in the lake, necessitating the removal of over 200,000 cubic yards of rock and the construction of the elevator docks is well advanced towards completion. The value of this section of the improvements is about \$670,537. There yet remains about 80,000 cubic yards of rock to excavate of which quantity 50,000 cubic yards are drilled and blasted. The cribwork and concrete superstructure of the two elevator docks are completed, except one crib in each dock not yet sunk in place. The filling or hearting of these docks in rear of the lines of cribwork requires 180,000 cubic yards of loose rock, of which quantity 100,000 cubic yards have been put in place. This filling has been somewhat delayed pending the construction of elevator foundations.

The value of the work done and material delivered to July 31, 1904, is \$715,311.75, or about 70 p.c. of the estimated cost of the work at contract rates. The approximate quantities of the chief items of work done to the above date are as follows :

| | | | |
|---------|-------------------------------------------------------------------------------------------|-------------|---------|
| Item 1. | Excavation in canal basin (principally earth) to afford 16 feet of water. | C. yds. | 69,960 |
| " 2. | Excavation south of canal entrance (principally rock) to afford 22 feet of water. | C. yds. | 132,500 |
| " 2b. | Drilled and blasted but not dredged. | C. yds. | 47,900 |
| " 4. | White pine in cribs 12 x 12. | L. ft. | 17,800 |
| " 5. | Hemlock in cribs 12 x 12. | L. ft. | 489,986 |
| " 6. | White pine in cribs, 6 x 12. | L. ft. | 4,900 |
| " 7. | Hemlock in cribs 6 x 12. | L. ft. | 39,846 |
| " 11. | Iron in screw bolts of cribs. | Lbs. | 377,500 |
| " 12. | Iron in drift bolts of cribs. | Lbs. | 687,000 |
| " 13. | Spikes in cribs. | Lbs. | 26,700 |
| " 14. | Crib filling. | C. yds. | 104,469 |
| " 15. | Concrete in blocks. | C. yds. | 5,814 |
| " 16. | Concrete in mass form. | C. yds. | 12,354 |
| " 17. | Oak waling. | M. ft. B.M. | 85 |
| " 18. | Cast iron mooring posts. | Lbs. | 34,400 |
| " 19. | Wrought iron anchor rods of mooring posts. | Lbs. | 13,440 |
| | Special stone filling and ballast. | C. yds. | 7,600 |
| " | Macadam. | C. yds. | 1,600 |
| " | Stone filling behind cribs. | C. yds. | 6,850 |

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During the past year the contractors have added to their plant, a large and powerful dredge with steel hull, which together with their other dredge, drill boat, tugs, &c., makes one of the best and most modern submarine excavation plants in Canadian waters. With the plant now on hand the completion next season of this contract is practically ensured.

The Department of Public Works, with a view of assisting in the development of trade through the canals and the formation of a well protected harbour here, have recently completed a breakwater across the southwest face of the harbour, this structure is 4,500 feet long and situated in the lake about 1,650 feet south of the new docks. In order to afford protection from easterly storms, the Public Works Department are now building a breakwater 2,400 feet long, and beginning 600 feet from the eastern end of the present breakwater. These structures when finally completed will fully protect the harbour and head of the canal from all storms.

The Royal Commission on transportation visited the works on May 3 last, and after a careful inspection of them, accompanied by Mr. J. L. Weller, suptg. engineer, Welland canal, Mr. Louis Coste, resident engineer, Department of Public Works, and myself, they held a meeting in this office to hear evidence in reference to the works now under contract and contemplated for the improvement of the Welland canal and Port Colborne harbour. The subject of putting in suitable foundations and constructing elevators of a most modern type and required capacity, on the new docks was discussed at some length, together with the question of rail connection out to the docks.

The rebuilding of the present west pier, an obvious necessity at an early date on account of its advanced stage of decay was also discussed on the lines of doing so to a depth of 22 feet. When this pier is rebuilt, I most strongly recommend that it be carried down to a depth of 22 feet, so that when the deep water channel at some future time is extended northward into the canal basin, the pier for a length of about 2,700 feet could then be used by vessels drawing 20 feet.

I am, sir, your obedient servant,

ALEX. J. GRANT.

Engineer in Charge.

COLLINGWOOD SCHREIBER, Esq., C. M. G.,
Chief Engineer Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
ST. CATHARINES, July 1, 1904

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending June 30, 1904.

The canal was closed December 12, 1903, and opened for navigation May 2, 1904.

The different works which have been designed to facilitate navigation through the canal have been carried on satisfactorily during the past year.

Messrs. Magann & Phin, under contract for deepening portions of the Summit Level, have completed the deepening from Allanburg to Welland and are now working between Welland and Humberstone.

Messrs Hogan & Macdonell, under contract for deepening the rock cut between Port Colborne and Humberstone, have done considerable work, but have not yet completed their contract.

The substructures for two new bridges, one at Welland and one at Port Robinson have been built, under contract, by Mr. Joseph Battle during the fall and winter. Steel superstructures for these have been erected by the Hamilton Bridge Works Company, the channel arms spanning the deep water in the canal and giving a clear channel 100 feet in width. The location of both of these bridges has been changed, the new bridges now being on the locations formerly occupied by the original bridges built about 1829, when the first Welland canal was put through. The change of location was much desired by the residents of Welland and Port Robinson and is greatly appreciated.

The substructures of the old bridges were removed by Messrs. Magann & Phin under contract. This contract also called for the entire removal of the 'Quaker bridge,' between Welland and Port Robinson. The removal of this bridge was made possible by the department buying all the land between the canal and Welland river from Port Robinson to Welland, about 180 acres. The navigation through the canal is very much improved by the removal of this bridge and the cost has been much less than if a new bridge had been built.

Before the opening of navigation this spring the mitre sills of the guard gate on the summit level above lock No. 25 were lowered two feet, the work being done by the canal staff at a cost of \$9,300.

The lock at Port Maitland, which has been leaking badly for some years, has been unwatered, two heavy dams being required, and the foundation is now being repaired.

Slow progress is being made on the installation of an electric light and power system along the canal. The poles are nearly all in position and considerable wire and other material is on hand, but it will be late in the season before the lights will be in use. Power is to be obtained from the Lincoln Electric Light & Power Company of St. Catharines, who have contracted to deliver power, from DeCew Falls into the distribution station, which is to be built on the canal bank at Thorold, the department distributing the power along the canal as they may require.

In my last report I stated that 'the canal was beginning to show signs of age, and from this on considerable trouble may be expected from leaks in banks, washing out of foundations, &c.' This prediction is unfortunately being fulfilled, as last fall a settlement in the bank in rear of the north wall of Lock No. 15 showed plainly that there was something wrong with the foundations, and preparations were made to repair them before the opening of navigation this spring. In the early spring a similar settlement occurred in rear of the wall of Lock No. 16. Upon unwatering this spring, it

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was found that the upper mitre sill of each lock was very badly undermined as well as portions of the walls near the Hollow Quoins. They were so serious that I was obliged to entirely replace the upper sill of Lock No. 15, and should have done the same to Lock No. 16, but the time at my disposal was too limited. Temporary repairs were made to lock No. 16, which it is hoped will carry over till next spring, when it is proposed to entirely renew the whole foundation of locks 15 and 16 and also No. 12, which is also considerably undermined. Several weir foundations are more or less undermined and will require attention.

Advantage was taken of the water being out of lock 16 to clean off the top of the road tunnel under the canal, and plaster it with mortar. This has stopped the leaks which have been a source of annoyance to parties using the tunnel.

OLD CANAL.

The water was not drawn off the canal this spring, as it was considered that the extensive repairs made last year put every thing below water in safe condition for the next two or three years.

There has always been trouble at lock No. 2 during the spring freshets, as the waste weirs had not sufficient capacity to pass the water and ice which came down. To relieve them a large concrete spillway was built in the canal bank during the fall of 1903. This answered every purpose intended during the freshets this spring and saved serious trouble, as the freshets were of unusual magnitude.

A large quantity of rip-rap has been placed along the canal banks during the year.

Several of the locks and a portion of No. 2 level has been cleaned out with a clam shell dredge worked by the canal staff.

GENERAL.

The gate yard at Port Dalhousie is being fitted up in a more modern way than formerly and work will now be done to much better advantage. A new roof has been placed on the main building.

The water in Lakes Erie and Ontario has been exceptionally high during the last half of the year.

The following employees have been superannuated during the year:—Mich. McCarthy, John Paxton, Edward McLaughlin, Bart. O'Leary.

The following superannuated employees died during the year:—John Corbett, at Thorold, December 27, 1903; James Foster, at Welland, February 26, 1904; James McCoppen, at Port Colborne, March 21, 1904; Samuel Duffin, at Port Dalhousie, April 23, 1904, and Henry Hare, at Merritton, May 20, 1904.

Attached is a statement of fines collected for breaches of canal rules and regulations. Also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,

Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals.
Ottawa, Ont.

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STATEMENT of fines collected from steamers contravening canal rules and regulations, and locktenders for dereliction of duty during the fiscal year ending June 30, 1904.

| Date of Fine. | Name of Steamer. | AMOUNT OF FINE. | | Date paid. | WHERE PAID. Collector's Office. |
|---------------|-------------------------|-----------------|---------|--------------|------------------------------------|
| | | Paid. | Unpaid. | | |
| 1903. | | \$ cts. | \$ cts. | 1903. | |
| June 8..... | Str. 'Turret Cape'..... | 5 00 | | July 9..... | Port Dalhousie. |
| July 3..... | " 'F. H. Prince'..... | 2 00 | | " 24..... | " |
| 1904. | <i>Locktenders.</i> | | | 1904. | |
| Feb. 18..... | J. M. Woodall..... | 10 00 | | Feb. 18..... | St. Catharines. |

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, lock No. 1, New Welland canal, Port Dalhousie, for the fiscal year ending June 30, 1904.

| MONTHS. | LOWER SILL. | | MONTHS. | LOWER SILL. | |
|----------------|-------------|---------|---------------|-------------|---------|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1903. | Ft. In. | Ft. In. | 1904. | Ft. In. | Ft. In. |
| July..... | 16 8 | 16 2 | January..... | 14 9 | 14 5 |
| August..... | 16 9 | 16 0 | February..... | 15 2 | 14 6 |
| September..... | 16 10 | 15 4 | March..... | 16 2 | 15 0 |
| October..... | 15 9 | 15 4 | April..... | 17 4 | 16 1 |
| November..... | 15 8 | 15 0 | May..... | 17 9 | 17 1 |
| December..... | 15 5 | 14 8 | June..... | 18 0 | 17 8 |

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, lock No. 27, New Welland canal, Port Colborne, for the fiscal year ending June 30, 1904.

| MONTHS. | UPPER SILL. | | MONTHS. | UPPER SILL. | |
|----------------|-------------|---------|---------------|-------------|---------|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1903. | Ft. In. | Ft. In. | 1904. | Ft. In. | Ft. In. |
| July..... | 15 7 | 15 0 | January..... | 14 7 | 12 5 |
| August..... | 15 8 | 14 3 | February..... | 13 10 | 12 8 |
| September..... | 15 8 | 14 4 | March..... | 14 11 | 13 4 |
| October..... | 15 6 | 14 1 | April..... | 16 9 | 15 1 |
| November..... | 15 5 | 13 11 | May..... | 15 11 | 15 3 |
| December..... | 15 10 | 13 7 | June..... | 16 2 | 15 7 |

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ENGINEER'S OFFICE,
SAULT STE. MARIE, ONT., August 3, 1904.

SIR,—I have the honour to submit my annual report on the improvements in progress to the entrances to the Sault Ste. Marie canal.

DREDGING UPPER ENTRANCE.

A contract for deepening and widening the most westerly section of the improvement work outlined to the upper channel way was entered into on November 17, 1903, with Mr. John Hickler and Mr. Henry Hickler.

The contract embraces the removal of six shoals, containing about 42,000 cubic yards, and the removal of all boulders, to a depth of 21 feet 5 inches below extreme low water mark, and lying within the limits laid down for the deepening and widening of the channel. The progress of the work was much retarded by the stormy weather of the autumn of 1903, and by the late opening of navigation in the spring of 1904. From these causes, the contractor was unable to complete his contract in the specified time; upon an application he secured an extension to September 30, 1904, which will provide ample time to complete the work.

These shoals have been a menace to navigation during the periods of the season when fog and snow flurries are prevalent, lying as they do between the turning buoy to the Canadian channel and the northern limit of the American canal approach.

The remaining sections comprise the deepening and widening of the present channelway from a width of 250 feet to a width of 500 feet through the Vidal shoals, narrowing down on the bend in the vicinity of the canal beacon to a width of 250 feet at the entrance piers, and securing a depth of 21 feet 5 inches below extreme low water mark. When this remaining work has been completed, a channel way will have been secured more in keeping with the large freighters now using it, which have more or less difficulty in passing each other at the present time with safety. The increased depth will provide the same depth of water as is secured on the upper mitre sill of the lock.

SURVEY OF DUMP GROUND.

During the winter season of 1903-4 a survey was made by sounding in the bay above Moore's Point at the upper entrance to provide sufficient dumping ground for the material to be removed in the deepening and widening. A good location was secured, which has since been buoyed out and is now in use.

EXTENSION TO THE SOUTH PIER, UPPER ENTRANCE.

An extension to the upper entrance pier has also been provided for in the improvement work outlined. It is proposed to extend the present pier 800 feet, which will provide better accommodation for vessels waiting for delayed orders, and seeking harbour protection in the fall of the year. It will also act as a protection in keeping vessels from being driven on the bank by the strong cross current found at the upper approach.

CHANNEL WAY AT LOWER ENTRANCE.

The channel way at the lower entrance, since being deepened and widened, has provided safe navigation to the vessels using it. No complaints have been made by the captains and owners of vessels of the depth of water provided.

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EXTENSION TO THE SOUTH PIER, LOWER ENTRANCE.

A contract for building an extension to the south pier at the lower entrance was entered into February 22 with William Birmingham.

The contract embraces the construction of a substructure of cribwork, 800 feet in length, to within 6 inches of extreme low water mark, and a concrete rear and front wall to the elevation of the coping at the lower level of the lock.

Owing to the late opening of navigation and the difficulty in getting shipment of timber, the contractor was unable to make a start before May 27. Since that date steady progress has been made in the construction of cribwork, and at the present date four cribs have been placed in position and one remains ready to sink. Nothing as yet has been done to the concrete wall, it being necessary first to allow a settlement in the cribwork, before concrete work can be proceeded with.

Stone filling behind the cribs, which has not been provided for, would greatly strengthen the substructure in event of a heavily laden barge striking it with force. The cribwork is sunk from 20 to 22 feet of water, and has only a width of 25 feet.

The extension of the pier will provide accommodation for vessels waiting for their turn for lockage, and also for laying up during the night, when it is dangerous to navigate the river.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP.

COLLINGWOOD SCHREIBER, C.M.G.,
Deputy Minister and Chief Engineer,
Ottawa.

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SAULT ST. MARIE CANAL.

SUPERINTENDENT'S OFFICE, July 12, 1904.

SIR,—I submit herewith the annual report on the maintenance and operation of this canal for the fiscal year ending June 30, 1904.

The canal was closed for the season on the 13th day of December having been in operation for 256 days and was reopened for traffic on the 30th day of April this year being 28 days later than the season before.

During the fiscal year just ended there were made 2,674 lockages passing through, 3,844 registered craft and 194 unregistered vessels and scows, with a total tonnage of 3,731,320 tons, with an average time of 14'71 minutes to each lockage; of this tonnage 1,418,067 was of Canadian bottoms being a decrease of 57,962 tons under last year in this class of vessels. Owing to the lateness of the opening of the season and the troubles between the Masters and Pilots Association and the Vessel Owners Association of the United States not very many vessels were put into operation until about the first week in June, and it is to these facts that the tonnage of the fiscal year being so much smaller than last year there being a falling off of some 763,988 tons from last year.

The decrease of tonnage passing through the American canal for the same period is something like 9,497,463 tons. The work of extending the south pier at the lower entrance and the widening of the upper approach is now in the hands of the contractors and will be pushed along to an early completion no doubt and will be reported on by the engineer in charge, and when finished will add materially to the usefulness of the canal.

The daily exchange of vessel reports with the American canal officials is still carried on, as in former years thus keeping up the recording of the volume of the Lake Superior traffic which has now assumed tremendous proportions.

As in former years we are very much indebted to Mr. Joseph Ripley the general superintendent of the American canal and his officials for many courtesies shown to us.

The following table gives the traffic passing through the two canals at this point, during the season of navigation for the years mentioned, and shows the increase as being very marked in the last few years.

| Year. | Number of Vessels passed. | Registered Tonnage of Vessels. | Total Freight Tonnage. | Cost of Carrying per mile Ton. | Estimated Value of Freight carried. | Percentage of Freight carried in Canadian Vessels. | Number of Passengers. |
|-----------|---------------------------|--------------------------------|------------------------|--------------------------------|-------------------------------------|----------------------------------------------------|-----------------------|
| 1855..... | 193 | 106,296 | 14,503 | ..... | ..... | ..... | 4,270 |
| 1860..... | 916 | 403,657 | 153,721 | ..... | ..... | ..... | 9,230 |
| 1865..... | 997 | 409,062 | 181,638 | ..... | ..... | ..... | 19,777 |
| 1870..... | 1,828 | 690,826 | 539,883 | ..... | ..... | ..... | 17,153 |
| 1875..... | 2,023 | 1,259,534 | 823,465 | ..... | ..... | ..... | 19,685 |
| 1880..... | 3,503 | 1,734,890 | 1,321,906 | ..... | ..... | ..... | 26,766 |
| 1885..... | 5,380 | 3,035,987 | 3,256,628 | ..... | ..... | ..... | 36,147 |
| 1890..... | 10,557 | 8,454,435 | 9,041,213 | 1·3 | 102,214,948 | 3·5 | 24,856 |
| 1891..... | 10,191 | 8,400,635 | 8,888,759 | 1·35 | 128,178,208 | 4·0 | 26,190 |
| 1892..... | 12,580 | 10,647,203 | 11,214,333 | 1·31 | 135,117,267 | 3·8 | 25,896 |
| 1893..... | 12,008 | 8,949,754 | 10,796,572 | 1·1 | 145,436,957 | 4·1 | 18,869 |
| 1894..... | 14,491 | 13,110,366 | 13,195,860 | ·99 | 143,114,503 | 3·5 | 27,236 |
| 1895..... | 17,956 | 16,806,781 | 15,062,580 | 1·14 | 159,575,129 | 3·75 | 31,656 |
| 1896..... | 18,615 | 17,249,418 | 16,239,071 | 1· | 195,146,842 | 3· | 37,066 |
| 1897..... | 17,171 | 17,619,933 | 18,982,755 | ·83 | 218,235,927 | 3· | 40,213 |
| 1898..... | 17,761 | 18,622,764 | 21,234,634 | ·79 | 233,069,739 | 2·2 | 43,426 |
| 1899..... | 20,255 | 21,958,347 | 25,255,810 | 1·5 | 281,364,750 | 3·1 | 49,082 |
| 1900..... | 19,452 | 22,315,834 | 25,643,073 | 1·18 | 267,011,959 | 3· | 58,555 |
| 1901..... | 20,041 | 24,626,976 | 28,403,065 | ·99 | 289,906,865 | 4· | 59,663 |
| 1902..... | 22,659 | 31,955,582 | 35,961,146 | ·89 | 358,306,300 | 4· | 59,377 |
| 1903..... | 18,596 | 27,736,444 | 34,674,437 | ·92 | 349,405,014 | 6· | 55,175 |

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During the season of 1903 the traffic through this canal was 16 per cent of the freight and 58 per cent of the passenger, the amounts being 5,502,185 tons of freight and 32,019 passengers. Compared with the season of 1902 there was an increase of 773,834 tons or 16 per cent ; and a decrease of 4,580 passengers, or 13 per cent.

I would again call attention to the want of a small building for the use of the lockmen whilst on duty. The room in the power house that they have to occupy is not large enough and is needed for the use of the electrician and his assistants.

More of the grounds should be levelled up and trees and shrubs planted to add to the beauty of the place.

The necessary repairs have been made to the buildings and machinery to keep up their efficiency.

Cement sidewalks should be built to replace the wooden ones now in use they having lived out their usefulness.

No damage has been done to the gates or piers by vessels using the canal.

I am, sir, your obedient servant,

J. C. BOYD,
Superintendent.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Railways and Canals,
Ottawa.

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TRENT CANAL.

SUPERINTENDENT ENGINEER'S OFFICE,
PETERBORO, August 6, 1904.

SIR,—I have the honour to submit my annual report for the fiscal year ending June 30, 1904, on the works under my charge known as the Trent Canal. This is a term applied to the several works constructed to improve navigation, together with the several navigable reaches between the town of Trenton, on Lake Ontario and Georgian Bay on Lake Huron.

The object of the works is to connect the several stretches. When the present contracts are completed there will only remain three more comparatively inexpensive stretches of canal to construct in order to complete the whole of this land-locked waterway from Lake Huron to Lake Ontario.

A glance at the map of this district will show at once the great length of natural navigable reaches compared to the length of artificial navigable reaches required to connect them. Wherever possible advantage has been taken of utilizing the bed of the fine rivers which follow the course of this waterway for its entire length. By utilizing the beds of the lakes and rivers a comparatively cheap mode of construction is employed, while the cost of future maintenance will be reduced to a minimum. The Imperial government as far back as the year 1835, chose this route as being the most natural and feasible to make a water communication between Lake Ontario and Lake Huron, and they spent considerable sums in carrying out the project, and in fact a sufficient sum of money was voted by the government at that time to construct that part of the work lying between Lake Ontario and Balsam lake. The works then constructed have ever since been used for local traffic.

When the two divisions at present under construction are completed, a continuous line of navigation between Heeley's Falls and the ports on Lake Simcoe, a distance of about 160 miles, will then be available. Though a draught of six feet is provided on all the sills, the land necessary to flood for a draught of eight feet has been purchased on the new sections at present under construction, so that if required a draught of eight feet could be provided at comparatively little extra cost by raising the water level two feet.

Owing to the fact that this waterway is also used by the lumbermen to float their logs down stream to their mills, and many of the reaches which are now opened up for navigation, have heretofore been used exclusively by the lumbermen for the floating of their logs, brings a new condition of things into existence, and some means will have to be adopted to meet this changed condition. It has heretofore been the custom of lumbermen to allow water-soaked logs to remain in the channel after the rest of the drive had passed on. This is a most dangerous practice and is a great menace to navigation. Some of these water-soaked logs lie in the navigation channel with one end on the bottom and the other end a few inches above the surface of the water. At night it is impossible to see the tops of these logs, and several accidents have occurred by vessels striking these logs, in some cases the logs have passed through the planking of the vessel.

MAINTENANCE.

Navigation closed on November 18, 1903, and opened again on April 30, 1904.

The height of the water on the mitre sills of all the locks was very fair throughout the season with the exception of the lower sill of the lock at Peterborough. The water

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level on the lower sill of this lock, during the period of low water, has been much reduced owing to the shoal at 'Yankee Bonnet' being dredged out. This will necessitate the lowering of the lower mitre sill and also of the bottom of this lock for a depth of three feet. An appropriation has been made for this purpose and the work will be done during the present year.

The regulation of the water at the present time is under three managements, namely, the Dominion Government, the Ontario Government and the lumbermen, consequently it is not surprising that there are complaints regarding the management of the water during the dry seasons. Owing to the immense country drained and the country every year becoming more cleared, the proper regulation of the water becomes less under control on account of the water running off so suddenly during the spring, and there being no dams to conserve it. Negotiations between the Ontario Government and the Dominion Government are at present under way for the transference of the several dams (over fifty in number) from the Ontario Government to the Dominion Government. These dams control the water to a certain extent in the north country, and it is proposed to extend this system for the benefit of navigation of the whole canal. The regulation also of the water between Lakefield and Peterborough is, under the present circumstances, very unsatisfactory, and as the power at the several dams along the river is developed, the trouble will be increased. Owing to the mills at Young's Point and Lakefield using all the surplus water, any temporary stoppage almost stops the entire flow; in consequence the mills below are often stopped for a time. If the power owners at Lakefield and other dams were to notify the government caretakers of the dams, or otherwise compensate for the stoppage by allowing extra water to escape, when it is necessary to stop temporarily for repairs, the cause of the complaint would be removed.

With reference to the water supply, it is not generally known that such a vast system of reservoirs exists as there are in the country to the north of the direct route of the canal. From a recent survey of these reservoirs, it was ascertained that there are over fifty dams at present constructed, which control about 70,000 acres of water, in which over 25 billion cubic feet of water can be stored, not taking into account the large quantity that could be stored by many new dams that could be constructed. The proper storing and regulation of the large quantity of water above referred to is a most important matter, not only to navigation, but to the vast commercial interests that are located along the valley of the Trent. The traffic on this waterway has nearly doubled during the last ten years; the total number of lockages ten years ago was only 2,500, now the lockages total 5,442, being an increase of 143 over those of last year. This does not fairly represent the traffic on the canal, as owing to many of the longer routes of the steamers not passing through a lock, no record of the traffic is kept. There are over 30 steamers engaged in commerce between Lakefield and Balsam lake, besides a large number of small steamers belonging to private individuals.

There are seven steamers on the reach between Peterborough and Heeley's Falls, and several on Lake Simcoe. Many of the larger steamers are of considerable size some of them carrying as many as 450 passengers.

REPAIRS.

The following repairs were made :—

ROSEDALE.

Guide booms were placed at the swing bridge.

FENELON FALLS.

The new pattern of valves were placed in the centre gates and three top bars of the gates, which were rotten, were replaced with new timbers. The lower entrance pier on

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the north side, which was of timber, had become decayed, was replaced with a concrete pier 200 feet in length.

BOBCAYGEON.

The lock-gates were temporarily repaired. These will be replaced with new gates during the present year.

Boulders were removed from the lower entrance to the lock, which has much improved the channel.

BUCKHORN.

The upper entrance pier, which had been removed by the ice, was replaced by a concrete pier. Repairs were also made to the sluices, and the north end of the flat dam, which was partially burnt, when the mill was burnt, was replaced.

LOVESICK.

New stop log gains in the timber slide and two of the sluices were put in. New timbers were also put on some of the piers. The platform over the dam was also panked.

BURLEIGH.

The glance booms were repaired and new stop-log gains were put in the timber slide. The cast-iron casings of the quoin posts were repacked with oak.

YOUNG'S POINT.

The tops of the piers and the platform and platform timbers of this dam, which had become very decayed, were renewed. New stop-log gains were placed in several of the sluices.

LAKEFIELD.

The dam at this station, which was built about the same time as that at Young's Point, was repaired in the same way as the dam at that place. The whole of the sheeting on the upper face of the dam was renewed. The filling in front of the dam and the sheeting was removed and replaced by means of a diver, and considerable time was required to complete this work.

All these old timber dams should have the piers of the sluices, which have become decayed, replaced with concrete piers, and it is the intention to follow out this mode of repair as required.

PETERBOROUGH.

New upper lock-gates were built and minor repairs made to the old gates.

PAINTING STRUCTURES.

The bridges, lock-gates and guard railings to bridges, wailing timbers, &c., from Peterborough to No. 3 lock, were painted. The work is being continued this year.

BUOYING OUT.

The buoys along the navigation channels were repainted and new buoys were placed where required.

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REPAIRS TO PLANT.

The tug *Empire*, which was built some seventeen years ago, had considerable repairs made to it. New side plank and new bracing were put in the dredge *Trent* and the whole hull re-caulked. The hull of the dredge *Otonabee*, which has become almost beyond repair, was strengthened in the way of bracing, &c., to do for another season. A new hull has been built, and it will be put in commission next season.

CLEARING.

The work of clearing and underbrushing the canal lands, along the river between Nassau and Lakefield, has been continued.

INCOME.

PETERBOROUGH.

The old cribwork of the old entrance pier on the south-east side was removed and replaced by 450 feet in length of concrete entrance pier.

The contract for the construction of the new dam was taken out of the contractor's hands, and is being completed by day work.

BURLEIGH.

A new concrete entrance pier 225 feet in length has been constructed on the north-east entrance to the lock at Burleigh.

LOVESICK.

One hundred and seventy-five feet of new concrete entrance pier was constructed at the north-east entrance to the lock.

DREDGING.

The work of dredging the shoals between Lakefield and Buckhorn, and between Peterborough and Heeley's Falls, was proceeded with during the season.

ROAD CONSTRUCTION.

Part of the grant towards the construction of a road between Lindsay and Fenelon Falls was expended in the way of timber bridge piers, but as the municipalities refused to grant any contribution towards the construction of this road the balance of the grant was unexpended.

CAPITAL.

Hydraulic Lock No. 1.

The banks of the hydraulic lock, at Peterborough, were left in an unfinished state by the contractors, in order that they might be allowed to settle before the sod was placed on them. The contract for the sodding of these banks was let to Mr. David Conroy, and was completed in a most satisfactory manner.

Protection lining along the west bank of the canal, from the hydraulic lock to the Norwood Road bridge, was constructed, where it was not put on by the contractors. The grounds about the hydraulic lock were levelled off, when the sidings and contrac-

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tor's plants were removed. The bottom of the prism between the entrance piers of the hydraulic lock was floored with a foot of concrete.

The following work about the hydraulic lock, which was not included in the Dominion Bridge Company contract, was completed:—

Cabins over central tower and spiral stairway, doors, windows, iron grills for openings on the side of the driveway, railings on walls and stairways and spiral stairway. The foundation of the lockmaster's house was completed.

The steelwork of this lock has been completed, and the lock is open for traffic.

Guard Rail.

Guard railings along the Portage Road and the tenth concession road, in the township of Eldon, where they run through the flooded parts of the land, were constructed.

Construction.

Section No. 1, Simcoe-Balsam Lake Division.—The work on this section, as was mentioned in my last report, has been completed.

Section No. 2, Simcoe-Balsam Lake Division.—The contract for the construction of this section was awarded to Messrs. Larkin & Sangster, on September, 1900. The work on this section is almost completed, and it is expected that by the end of the present season the whole work will be fully completed.

The masonry and substructure for hydraulic lock No. 2 is comprised in this contract and has been completed, ready for the steelwork of the lock—the plans for which are now being prepared.

Section No. 3, Simcoe-Balsam Lake Division.—The work on this section is well advanced. The concrete of locks No. 1, 2, 3 and 5 is completed. Dam No. 1 is completed, and No. 2 and 3 are completed, with the exception of the closing gaps. The upper and lower entrance piers to the canal at Lake Simcoe are yet to construct.

There is considerable earthwork yet to do—this will be for the most part dredging.

The swing bridges at the Portage Road, Centre Road and River Road have been completed. This section will not be completed before the middle of next season.

Plant.

The dredge *Otonabee* has been employed continually throughout the season. During July and August she was dredging the channel at the lower entrance to the lock at Young's Point. During the balance of last season, and up to June 30 last, she was dredging the shoals in Katchawannoe lake.

The dredge *Trent* has been loaned to the Department of Public Works for the purpose of deepening the river channel up to and in front of the Cereal Company's Works, at Peterborough, in order to allow barges to ascend and load at the mill.

The tug *Empire* has been fully employed throughout the season in hauling scows of dredged material from the dredge, buoying out and snagging the navigation channel, delivering stone, timber, gravel, &c., for the various works of repair along the route, besides the use for inspection by the staff officials.

I am, sir, your obedient servant,

RICHARD B. ROGERS, M.I.C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer and Deputy Minister,
Department of Railways and Canals.
Ottawa, Ont.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, July 2, 1904.

SIR,—I have the honour to submit herewith my annual report on the Rideau canal, under my charge, for the fiscal year ending June 30, 1904.

Navigation closed at Ottawa, November 24, 1903.

Navigation closed at Kingston Mills, November 16, 1903.

Navigation opened at Ottawa, May 2, 1904.

Navigation opened at Kingston Mills, May 2, 1904.

The depth of water maintained in the various levels throughout the whole season of navigation was excellent, no trouble or delay on account of low water for navigation having occurred anywhere, although our reservoir for the Tay branch of this canal, Bob's lake, was run down so low as to cause inconvenience to the electric light plant in the town of Perth during the past winter.

The spring freshet this year was, I regret to say, the most disastrous one for our works that we have had for many years, not on account of the height of water, for it has often been as high and even higher, but the weather kept so cold that the ice when it broke up came down on our works as firm and solid as when it was formed; and at Poonamalie the retaining dam was partially carried away from this cause, as will be detailed hereafter.

Other damage was done at various points, which will be specified under the various localities.

The principal works and repairs executed along the line of the canal are as follows:—

OTTAWA.

One new pair of lock gates and four new sluice frames were put in here. Considerable repairs were made to the planking of the basin wharfs, and also to the roadway in rear of the same.

The lockhouse was painted inside and cleaned, as was the office of the collector of tolls.

A large number of boulders were removed from the basin this spring and sundry small repairs made to the station generally.

STEWARTON BRIDGE.

Sundry small repairs were made to the bridge, and to the bridge-keeper's house.

BANK STREET BRIDGE.

Sundry small repairs were made to the bridge, and to the approaches thereto.

CONCESSION STREET BRIDGE.

This is an entirely new bridge, which was built last winter across Mutchmor's cut on the line of Concession street in the city of Ottawa.

The masonry abutments and roadway and approaches were built by contract with Mr. Thomas McLaughlin, of Ottawa, and the steel swing superstructure by contract

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with the Dominion Bridge Company, of Montreal. The whole work has been satisfactorily executed, and the bridge, which is the class I type, is solid and substantial.

A small cottage for the bridge-keeper is now being built.

HARTWELL'S.

The whole of the old stone waste weir was taken down last winter, together with the upper wing wall of the upper lock on the east side, as far around as the hollow quoin, and rebuilt by our own masons.

This old masonry was in a dangerous state, the coping in some places overhanging 16 inches.

The new waste weir is of a different pattern from the old one, consisting now of two masonry abutments, with 12 foot stop-logs between. Sundry small repairs were made to the tow-path road, and portions of the bank were faced with stone to break the wash of the boats when passing.

The lock-house, although in a fair state of repair, appears to be in an unsanitary condition, as it is damp all the year round; so much so that paper will not stay on the walls, &c.

I have reported to you on this subject separately, and my report also applies to the lock-house at Hogsback.

These cottages are all of the same pattern, being square stone structures of one story only, and although everything has been done to keep them dry that can be suggested, yet they appear to be still damp and unhealthy; and repairs to them only seem to be a waste of money, as they are over 70 years old.

HOGSBACK.

The old wooden swing bridge across the upper lock, and a new steel span substituted therefor, by contract with the Hamilton Bridge Works Company, and the approaches thereto, were built and graded up by our own men. The lower wing wall of the lock on the west side is in a bad condition, and arrangements are being made to rebuild it next winter, and the stone for this purpose is now being cut in Elgin quarry by our own masons.

Sundry small repairs were made to the dam and to the tow-path road, and also to the station generally.

BLACK RAPIDS.

A new pair of lock-gates were put in here last winter. The hollow quoin coping of the lower gate on the east side is broken, but the new stones are now on the ground, and will be put in this year.

LONG ISLAND.

A large amount of work was done at this station during the last year. The large stop-log bulkheads at the locks, and also at the back channel in the village of Manotick, were taken down and rebuilt by our repairs gang. The middle piers of the locks were grouted up, and considerable leakage stopped thereby. Small repairs were made to the lock-house and to the station generally.

MANOTICK BRIDGE.

No repairs were necessary here, except raising the swing span, which was bearing too heavily on the trucks.

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WELLINGTON BRIDGE.

The swing span was raised a little, and some of the timbers on the upstream sides of the piers, which were broken by the ice last spring, were repaired.

BECKETT'S LANDING BRIDGE.

No repairs were required here last year.

BURRETT'S RAPIDS.

Sundry small repairs to the station and embankments generally were made, and small repairs to the swing bridge. The ice during the freshet damaged the ice breaker in front of the waste weir, and also on the far side of the long dam. Arrangements have been made to have these repaired this coming winter.

NICHOLSON'S.

Sundry small repairs were made to the station generally.

CLOWS.

The protection crib on the south side of the lock was raised and some more stone placed therein. During the freshet the stop logs were kept in the weir to save the lock bank from the rush of water and ice. The flat dam is long enough to allow of this being done without raising the water to any appreciable extent. Some stones were carried out of the dam during the freshet ; but they are large and heavy, and can be recovered when the water lowers, and replaced.

MERRICKVILLE.

The lower wing walls of the middle lock was taken down and rebuilt by our own masons ; and a new pair of lock gates put in by our carpenters ; and sundry small repairs made to the station in general. The north bulkhead of the waste weir, was damaged by ice during the late freshet ; but it is safe enough for the present season of navigation, and will be repaired, together with the back of the flat dam, this year. Some damage was done to the roadway leading to the north pier of the Snye bridge, and also to private property in the village, during the late freshet. These damages, it is claimed, resulted from the breaking of our dam at Poonamalie, and various claims were filed against the department in this connection ; which claims, I understand, are now before the department.

KILMARNOCK.

Sundry small repairs were made to the swing bridge and to the station generally. The swing bridge will be rebuilt this coming winter. The bridge crossing the bulkhead was damaged by ice during the late freshet ; quite a number of the timbers of the crib piers being broken. However arrangements are being made to repair this damage at the present time ; and the crossing is perfectly safe. The Back dam is also in need of repairs ; and the timber for this is delivered on the ground.

EDMOND'S.

Small repairs were made to the upper sill, and to the station generally. The masonry of the waste weir and of the upper wing wall on the north side, is in bad condi-

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tion, and will be rebuilt this coming winter. The ice damaged the wing walls of the waste weir considerably, and carried out some stones from the top of the dam. The lock-house is in bad condition, and the back walls are in such a shape as to necessitate their being taken down and rebuilt.

OLD SLY'S.

The waste weir bridge was damaged by ice during the freshet ; but repairs have been made thereto. A new boom was placed in front of the waste weir, and was of great use holding back the ice during the late freshet. The lay by piers at the head of the locks, require to be rebuilt, and this will be done this winter.

SMITH'S FALLS, COMBINED.

Sundry small repairs were made to the station generally. The long wooden bridge leading to Jason island, will be replaced with a steel structure on masonry piers, this summer. Considerable damage was done to private property in the town during the late freshet ; which it is claimed was the result of the breaking of Poonamalie dam, three miles above the town. Claims for compensation for the same, have been made, and are now, I believe, before the department. No damage worth mentioning, was done to our works during the freshet. The two abutments of the swing bridge across the upper lock, which are of timber, are to be rebuilt of masonry this winter, and the stone for this is being cut in Elgin quarry, as is also the stone for the new bridge to Jason island.

SMITH'S FALLS DETACHED.

The upper wing walls and sill of this lock, are in bad condition, and will be taken down next winter and rebuilt : the stone for this purpose is now being cut in Elgin quarry. The Lombardy road embankment was slightly damaged during the freshet, after the breaking of Poonamalie dam ; but by watching it day and night, until the water receded, nothing serious resulted, and the damage has been repaired.

POONAMALIE.

As mentioned in the commencement of this report, a serious break occurred in the dam here during the late freshet, when about 175 feet of the timber flat dam were carried out by ice ; but as stated in my reports to you on this subject, in April last, we regained control of the water in a week ; and in less than three weeks, had the dam rebuilt temporarily on the same line as the old one ; without any loss of water or delay to navigation whatever.

The repairs however, are only temporary ; as a new concrete dam is to be built below the present one : arrangements to do which, are now being made.

It is on account of the breaking of this dam, that the claims for compensation, before mentioned, have been made to the department from Smith's Falls and Merrickville.

A new cottage was built for the lock labourer here ; and a large shed for storing the cement for the new dam, has been built : the material in which after the dam is built, will be utilized to build a new storehouse at the lock, as the present one requires to be replaced.

BEVERIDGE'S.

Sundry small repairs were made to the station in general. The ice during the freshet, broke the centre bent of the bulkhead of the retaining dam ; but this has been temporarily repaired, and the whole bulkhead will be rebuilt this coming winter.

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PERTH.

Sundry small repairs were made to some of the culverts in the tow path road, and also to the wharves and bridges. The four bridges are now being painted by the bridge men.

BOB'S LAKE DAM.

This dam, which is situated at the outlet of Bob's lake, about 24 miles above the town of Perth, and which stores the water in the said lake for navigation in the Tay branch of the Rideau canal is to be rebuilt this coming winter.

NARROWS.

Stone facing was placed on the long dam, and the top of the roadway was raised and graded, and sundry small repairs made to the station in general.

NEWBORO.

The high level bridge was replanked, and sundry small repairs made to the station in general. The lockmaster's house is now being repainted.

CHAFFEY'S.

Sundry small repairs were made to the station in general.

DAVIS'S.

Some new wire fencing was put up at this station; and sundry small repairs made to the lock labourers' house and to the station in general. The waste weir is to be rebuilt this winter.

JONES'S FALLS.

The two middle sills of the combined locks were rebuilt by our own masons; and two pairs of lock gates framed and put in by our carpenters. The waste weir was also rebuilt, and sundry small repairs made to the station generally. Arrangements are being made to build the basin dam and weir this winter; and portion of the stone from the old lock sills will be used in this work.

WOLF LAKE DAM.

This dam, which is situated about 10 miles from Newboro, and which creates a reservoir of Wolf lake for the summit level, is to be rebuilt this coming winter.

MORTON DAM.

Sundry small repairs were made to the dam and approaches thereto.

UPPER BREWER'S.

The small bridge across the waste water channel was rebuilt by our own carpenters; and a small office for the lockmaster was built at the head of the upper lock; and small general repairs made to the station.

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LOWER BREWER'S.

Some wire fencing was put up around the station; and small repairs made to the lockmaster's house and to the station generally.

KINGSTON MILLS.

A new house has been built here for the lockmaster, as the old one had become uninhabitable. Some stone was placed on the embankments, and small repairs made to the masonry of the locks, and to the station generally. The long wooden bridge was replanked by our own carpenters.

GENERAL.

The pointing and grouting of the lock masonry, and the painting of the wooden structures was done by our own lockmen as usual this spring. The cement for this purpose was purchased by contract with Messrs. Bellhouse, Dillon & Co., of Montreal, the amount purchased being 500 barrels. The dimension timber (Douglas fir) for the lock gates, &c., was purchased by contract with Mr. M. Ryan, of Smith's Falls, the quantity being 154,000 feet B.M. The annual supply of paint, amounting to 4,375 lbs., was purchased by contract with Mr. J. G. Howe, of Ottawa.

DREDGING PLANT.

The dredge 'Rideau' was employed the whole of last season in deepening the cut below the lock at Washburn; and had just reached the lock when she had to cease work for the season. She is now working above the lock deepening the cut between Lower Brewer's and Upper Brewer's lock stations; and is in first rate order.

The tug 'Shanly' was employed as usual in attending to the dredge, delivering stores along the canal, and on inspection work. She was raised this spring and thoroughly overhauled and caulked; but she is getting old, and her frames are decaying. Her hull will have to be rebuilt very shortly; and she will require a new boiler.

I append hereto a table showing the highest and lowest water during each month at Ottawa and Kingston Mills lock stations, during the past year. I would draw your attention to the fact that Lake Ontario is higher this year than it has been for many years, as shown by the readings on our gauge on the lower sill at Kingston Mills.

I have the honour to be, sir, your obedient servant,

ARTHUR T. PHILLIPS, M.C.S.CE.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Canals,
Ottawa.

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RIDEAU CANAL.

Table showing monthly, the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston Mills lock stations, respectively, from July 1, 1903, to June 30, 1904.

| OTTAWA, LOCK NO. 1. | | KINGSTON MILLS, LOCK NO. 47. | |
|-----------------------|----------------------|------------------------------|----------------------|
| Highest. | Lowest. | Highest. | Lowest. |
| Ft. In. | Ft. In. | Ft. In. | Pt. In. |
| July 3-4..... 16 4 | July 31..... 11 0 | July 13-20..... 8 10 | July 31..... 8 8 |
| Aug. 1..... 10 10 | Aug. 26-29..... 9 2 | Aug. 1-4..... 8 8 | Aug. 28-31..... 8 4 |
| Sept. 27-28..... 10 1 | Sept. 15-17..... 8 1 | Sept. 1-4..... 8 4 | Sept. 23-30..... 8 1 |
| Oct. 22..... 11 3 | Oct. 5-7..... 9 4 | Oct. 18-31..... 8 3 | Oct. 1-9..... 8 1 |
| Nov. 1-2..... 10 0 | Nov. 27-30..... 8 8 | Nov. 1..... 8 3 | Nov. 28-30..... 7 5 |
| Dec. 1-4..... 8 8 | Dec. 24-31..... 8 5 | Dec. 1-2..... 7 5 | Dec. 28-31..... 6 7 |
| Jan. 1-11..... 8 4 | Jan. 12-31..... 8 3 | Jan. 1-17..... 6 7 | Jan. 18-31..... 6 6 |
| Feb. 1-19..... 8 3 | Feb. 20-29..... 8 2 | Feb. 1-8..... 6 6 | Jan. 26-29..... 6 3 |
| Mar. 31..... 11 11 | Mar. 1-7..... 8 2 | Mar. 30-31..... 8 0 | Mar. 1-2..... 6 3 |
| April 11..... 18 10 | April 1..... 12 3 | April 30..... 9 4 | April 1..... 8 0 |
| May 9-12..... 23 6 | May 1..... 17 6 | May 5-31..... 9 5 | May 1-4..... 9 4 |
| June 11-12..... 23 6 | June 30..... 16 10 | June 23-30..... 10 0 | June 1-2..... 9 5 |

ARTHUR T. PHILLIPS,

Superintending Engineer.

Rideau Canal Office, July 2nd, 1904.

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DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,
CANAL OFFICE, ST. PETERS, June 30, 1904.

SIR,—I have the honour to submit my annual report on work and operation on St. Peters canal, under my charge, during the fiscal year ending June 30, 1904.

There has not been any repairing done to the canal the past year outside of minor repairs such as was required for the operation of the canal, the shimming up of three of the tracks by marine divers, and rearing four new chains on lock gates, &c.

The canal will require inside of six months a new swing bridge, as the one that is now in use is getting very bad. It is in use some twenty-four years, and shows signs of sagging on turn table. The bridge is a wooden one, and has served its time, and I would suggest that a good iron bridge be built and placed at as short a time as possible.

The government fence leading from the main road north entrance canal down to the warehouse south entrance will have to be thoroughly repaired, and a new fence built from the warehouse leading west northwest, a distance of 175 yards. This last mentioned fence should be built at once, as the one that is now in use is good for nothing.

The lock-house will require some small repairs, as well as painting.

The government warehouse floor has sagged down; the pillars and posts underneath have given away, and will have to be raised up with jack-screws.

The dredging at north entrance and at south entrance is still undone, and should be attended to as soon as a dredge boat can be secured.

The canal is in very good condition, and the operating in first-class condition.

Navigation and traffic on canal is up to the general standard. Navigation opened on St. Peters canal April 15, 1903, and closed on December 31, 1903. During that time 1,719 steamers and vessels passed up and down the canal.

There is one tidal lock and four pair of gates on St. Peters canal.

I have the honour to be, sir,

Your obedient servant,

JNO. H. DEVEREUX,
Lockmaster.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer and Deputy Minister,
Railways and Canals,
Ottawa, Ont.

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THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The report of the secretary of the Railway Committee of the Privy Council, herewith, enumerates the cases which were before the committee during the four months from October 1, 1903, to February 1, 1904 (when the Railway Act, 1903, became operative). Within the period above named there were five meetings of the Railway Committee of the Privy Council as follows:—

October 31, 1903, November 10, 1903, December 1, 1903, January 9, 1904, and January 25, 1904.

The character of the business before them was :—

1. For permission to make highway crossings over railways.
2. For permission for one railway to cross another.
3. For permission for one railway to form a junction with another.
4. For permission for railways to cross and run along streets and highways.
5. For approval of plan and proposed site of bridges over navigable water.
6. For permission to use crossings and junctions before installation of interlocking appliances.
7. For permission to construct branch lines.
8. For protection of streets and highways crossed by railways.
9. For running powers of one railway over another.
10. For permission to change location of sections of railways.
11. For permission to close streets and highways and to divert them.

The matters submitted to the committee during the said period from October 1, 1903, to February 1, 1904, and the decisions arrived at are as follows:—

1. Application of the Winnipeg Street Railway Company for permission to cross, at rail level, the Canadian Pacific Railway at Main street and Higgins avenue, in the city of Winnipeg.—Under consideration.

2. Application of the Corporation of the city of Toronto for an Order authorizing the construction and maintenance of a street by means of an overhead bridge, east of and immediately adjoining York street, across the tracks of the Grand Trunk and Canadian Pacific Railway Companies in the city of Toronto.—Under consideration.

3. Application of the Niagara, St. Catharines and Toronto Railway Company for permission to intersect and unite with the Wabash Company's line which the latter have leased from the Grand Trunk Railway Company.—Under consideration.

4. Application of the Canadian Pacific Railway Company for approval of plan and profile of proposed crossing of Main street and Maple street, in the city of Winnipeg.—Under consideration.

5. Application of the Municipal Corporation of the village of Dutton for permission to open up across the lands of the Canadian Southern Railway and the Lake Erie and Detroit River Railway a highway known as Charles street, and to extend Nancy street and the said Charles street across the tracks of the said railway companies.—Under consideration.

6. Application of the Canadian Pacific Railway Company for use of tracks and facilities at Central station, Ottawa, for through as well as terminal purposes.—Under consideration.

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7. Application of the Ottawa, Northern and Western Railway Company to the Committee to determine the terms and conditions on which it may use, for railway purposes (jointly with all parties entitled to use the same), the passenger station and passenger tracks and approaches in connection therewith, situate on ordnance lands of the Crown near Sapper's bridge, Ottawa.—Under consideration.

8. Application of the Pontiac Pacific Junction Railway Company to the Committee to determine the terms and conditions on which it may use, for railway purposes (jointly with all parties entitled to use the same), the passenger station and passenger tracks and approaches in connection therewith, situate on ordnance lands of the Crown near Sapper's bridge, Ottawa.—Under consideration.

9. Application of the Ottawa, Northern and Western Railway Company for approval of the place and mode of junction of its railway with the Canada Atlantic Railway near Sapper's bridge, Ottawa.—Under consideration.

10. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway on Point Douglas avenue, Winnipeg.—Under consideration.

11. Application of the Algoma Central and Hudson Bay Railway Company for approval of plans and profiles of its proposed crossings of the Canadian Pacific Railway at Sault Ste. Marie, Ontario.—Under consideration.

12. Application of the Municipal Council of the county of Richmond, in the province of Quebec, for an Order directing that a public highway may be constructed across the track of the Grand Trunk Railway Company, at rail level, as shown on plan submitted.—Under consideration.

13. Application of the Bay of Quinté Railway Company for approval of the place and mode of crossing, at rail level, by its railway of the Grand Trunk Railway at Napanee station.—Approved.

14. Application of the International Transit Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway in the town of Sault Ste. Marie.—Interim order granted.

15. Application of the Niagara, St. Catharines and Toronto Railway Company for approval of plan and profile of its proposed extension in the city of St. Catharines, running along Ontario street from King street to junction with the main line to Port Dalhousie.—Under consideration.

16. Application of the Canadian Pacific Railway Company for authority to carry a portion of the highway between concessions 2 and 3 of the township of London, over its railway by an overhead bridge, and to divert a portion of the said highway, and to expropriate from lot 22 the land necessary for that purpose, as well as authority to close up a portion of the original highway, when so diverted, and to take down and to remove the present overhead wooden bridge.—Under consideration.

17. Application by the town of Whitby for an Order directing that protection be provided at certain highway crossings of the Grand Trunk Railway.—Under consideration.

18. Application of the Corporation of the city of Ottawa for an Order directing the widening of the bridge on Somerset street, over the tracks of the Canada Atlantic and Canadian Pacific Railway Companies, as shown on plan submitted.—Under consideration.

19. Application of the Corporation of the city of Ottawa and the county of Carleton for an Order directing the removal by the Canadian Pacific Railway Company of the earth embankment constituting the eastern approach of the railway bridge over the Rideau river at New Edinburgh, and the substitution therefor of a bridge having a clear span of 150 feet, and also the restoration of the island at this point to its original condition.—Under consideration.

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20. Application of the Mabou and Gulf Railway Company for approval of the place and mode of junction of its railway with the Intercolonial Railway, as shown on the plan submitted.—Under consideration.

21. Application of the Mabou and Gulf Railway Company for approval of the place and mode of crossing by its railway of the Cape Breton Railway, as shown on the plan submitted.—Under consideration.

22. Application of the Canadian Pacific Railway Company for an Order approving of the construction of Beatty street across the tracks of the Canadian Pacific Railway Company, in the city of Vancouver.—Approved.

23. Application of the Mabou and Gulf Railway Company for approval of the place and mode of crossing by its railway of the Inverness Railway and Coal Company's line at Hillsborough, N.S., as shown on plan submitted.—Under consideration.

24. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing by its railway of the Brookdale branch of the Canadian Pacific Railway, in Manitoba.—Granted.

25. Application of the Canadian Pacific Railway Company for permission to cross 1st and 18th streets in the city of Brandon.—Under consideration.

26. Application of the British Columbia government for approval of revised location of its line of railway from Fraser river bridge easterly to the junction of the Vancouver, Westminster and Yukon Railway, also for permission to remove the track of the British Columbia Electric Railway Company, as shown on plans submitted.—Granted.

27. Application of the Vancouver, Westminster and Yukon Railway Company for a right of way over and through lot No. 1, Sapperton, B.C., owned by the Canadian Pacific Railway Company.—Granted.

28. Complaint of the town of Toronto Junction, *re* refusal of the Grand Trunk Railway Company to provide necessary siding facilities to the Union stock yards at Toronto Junction, for the purpose of unloading live stock consigned to that place.—Withdrawn.

29. Application of the Vancouver and Lulu Island Railway Company for permission to cross certain streets in Vancouver.—Under consideration.

30. Complaint of Mr. Joseph James that the proposed location of the Bay of Quinté Railway Company's line between Bridgewater and Queensborough will run through his mining property, being part of lots 2 and 3, concession 4, township of Elzear, county of Hastings, which will injuriously affect and damage his mining rights and privileges, and applies for an Order limiting and defining the operations and works of said railway, &c., &c.—Under consideration.

31. Application of the village of Hastings that protection be provided by placing a watchman or otherwise at the crossing of the Grand Trunk Railway in the said village.—Under consideration.

32. Application of the Corporation of the city of Vancouver for an Order directing that gates be erected and maintained by the Canadian Pacific Railway Company at its crossing of Granville street at the present time, and that an overhead bridge be erected by the said railway company, when in the opinion of this Committee it becomes necessary, owing to increase in traffic.—Under consideration.

33. Application of the Corporation of the city of Chatham for a hearing under section 3, chapter 69, 2 Edward VII, *re* the erection and establishing workshops, &c., in said city of Chatham by the Lake Erie and Detroit River Railway Company.—Under consideration.

34. Application of the city of St. Thomas for an Order permitting the electric cars of the St. Thomas Street Railway to cross the tracks of the Canadian Southern Railway, at rail level, at William and Elgin streets, and for a further Order com-

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selling the Canada Southern Railway Company to construct a subway on Ross street, in that city.—Under consideration.

35. Application of the village of Weyburn, N.W.T., for permission to extend Third street across the Canadian Pacific Railway.—Under consideration.

36. Application of the Vancouver, Westminster and Yukon Railway Company for approval of the place and mode of crossing by its railway, of the Canadian Pacific Railway near Heatley avenue, in the city of Vancouver.—Approved.

37. Application of the Vancouver, Westminster and Yukon Railway Company for approval of the place and mode of crossing by its railway of the British Columbia Electric Railway on Venables and Powell streets, in the city of Vancouver.—Approved.

38. Application of the Winnipeg Street Railway Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway on Portage avenue west in the city of Winnipeg.—Under consideration.

39. Application of the Canadian Pacific Railway Company for approval of the construction of the Princess branch in the city of Winnipeg.

40. Application of the Lindsay, Bobcaygeon and Pontypool Railway Company for approval of change in the location of its line in the township of Verulam.—Approved.

41. Application of the Lindsay, Bobcaygeon and Pontypool Railway Company for approval of plan and proposed site of a bridge to be built by that company across Emily creek.

42. Application of the Lindsay, Bobcaygeon and Pontypool Railway Company for approval of changes in the location of its line in the townships of Manvers and Cartwright.

43. Application of the Grand Valley Railway Company for approval of the place and mode of crossing, by means of an overhead bridge, by its railway of the Grand Trunk Railway.—Approved.

44. Application of the Lindsay, Bobcaygeon and Pontypool Railway Company for approval of the place and mode of crossing by its railway of the Grand Trunk Railway in the town of Lindsay.—Approved.*

45. Application of the Corporation of the City of Ottawa for an order directing the construction by the Canada Atlantic Railway Company of a subway under its tracks on Bank street and apportioning the cost between the Canada Atlantic Railway Company and the Ottawa Electric Street Railway Company.—Under consideration.

46. Application of the Grand Trunk Railway Company for approval of plans and profiles of its highway crossings on its branch line to the city of Brantford.—Approved.

47. Application of the Canadian Pacific Railway Company for approval of the construction of a branch line to the premises of James Turner & Company, in the city of Calgary.—Approved.

48. Application of the Canadian Pacific Railway Company for approval of the construction of a branch line to the premises of the Western Packing Company in the city of Winnipeg.—Approved.

49. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing by its railway of the Pembina branch of the Canadian Pacific Railway near Homefield station.—Interim Order.

50. Application of the Canadian Pacific Railway Company for approval of the construction of a branch line to the premises of Swanson and Patterson, in the city of Winnipeg.—Approved.

51. Application of the Corporation of the City of Toronto for permission to lay and maintain a line of water pipes under the tracks of the Grand Trunk Railway Company.—Granted.

SESSIONAL PAPER No. 20

52. Application of the Grand Trunk Railway Company for approval of the construction of a branch line to the premises of the Kemp Manufacturing Company, in the city of Toronto.—Approved.

53. Application of the Chateauguay and Northern Railway Company for approval of the place and mode of crossing by its railway of the track of the trainway of the Rev. Sisters of Providence at Longue Pointe.—Approved.

54. Application of the Canadian Pacific Railway Company for approval of the construction of a branch line from its main line crossing Pacific avenue to the premises of A. Y. Griffin and Company in the city of Calgary.—Approved.

55. Application of the Grand Trunk Railway Company for approval of plans and profiles of each highway crossing, 10 in all, on the diversion of its line between Port Hope and Newtonville.—Under consideration.

56. Application of the Compagnie du Chemin de fer de Colonisation du Nord for approval of plan and site of a proposed bridge to be constructed by the company across the Nominigue river.—Approved.

57. Application of the Bay of Quinté Railway Company for approval of the place and mode of crossing, at rail level, by its railway of the tracks of the Canadian Pacific Railway in the village of Tweed.—Approved.

58. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing, at rail level, by its railway of the tracks of the Pembina branch of the Canadian Pacific Railway near Holmfield station.—Approved.

59. Application of the Grand Trunk Railway Company of Canada for the approval of the construction of a branch line in the township of Barton.—Approved.

60. Application of the Vancouver, Westminster and Yukon Railway Company for approval of certain changes in the location of its line in the city of Vancouver.—Approved.

COLLINGWOOD SCHREIBER,
Secretary Railway Committee, P. C.

Prepared by

J. W. PUGSLEY,
Clerk of the Railway Committee, P. C.

PART II

STATEMENTS OF THE ACCOUNTANT

No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal Year ended June 30, 1904.

| Name of Work. | Chargeable to Capital. | Chargeable to Income. | CHARGEABLE TO REVENUE. | |
|--------------------------------------------------|------------------------------|-----------------------------|------------------------|------------|
| | | | Staff. | Repairs. |
| CANALS. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Beauharnois | | | 9,236 27 | 11,936 37 |
| Carillon | | | | |
| Grenville | | 9,150 07 | 16,224 94 | 17,262 29 |
| Chambly | | 26,701 59 | 21,544 69 | 25,636 00 |
| Cornwall | 113,795 16 | 1,730 16 | 45,792 64 | 20,932 55 |
| Culbute | | 2,204 50 | | |
| Lachine | 181,487 06 | 162,705 14 | 77,233 17 | 50,660 92 |
| Lake St. Louis | 7,916 90 | | | |
| Lake St. Francis | | 2,199 52 | | |
| Murray | 750 00 | 2,521 13 | 5,291 43 | 6,075 94 |
| Rideau | | 13,525 04 | 39,127 96 | 38,496 78 |
| Sault Ste. Marie | 32,029 54 | | 14,653 35 | 9,491 44 |
| Soulanges | 113,328 45 | 15,608 69 | 25,235 25 | 39,382 01 |
| Ste. Anne's | | | 2,292 94 | 2,244 13 |
| St. Lawrence... { North Channel | 68,595 42 | | | |
| Galops Channel | 6,450 00 | | | |
| River Reaches | 9,634 66 | | | |
| St. Ours | | 7,984 41 | 2,334 67 | 1,690 61 |
| St. Peter's | | | 3,126 94 | 122 45 |
| Trent | 489,038 44 | 21,228 55 | 7,237 05 | 21,179 12 |
| Welland | 555,751 00 | 31,140 58 | 91,115 35 | 95,717 88 |
| Williamsburg { Galops | 256,536 30 | | | |
| Rapide Plat | 26,774 27 | 1,978 85 | 20,570 17 | 19,430 05 |
| Farran's Point | 18,700 00 | | | |
| Total | 1,880,787 20 | 298,678 23 | 381,016 82 | 350,278 54 |
| GENERAL ON CANALS. | | | | |
| Arbitrations and awards | | 562 95 | | |
| Dredge vessels—Lachine | | | | 3,200 64 |
| " Rideau | | | | 7,848 72 |
| Miscellaneous | | | 1,470 30 | |
| Salaries and contingencies, canal officers | | | 33,426 29 | |
| Sunday labour | | | 20,121 35 | |
| Surveys and inspections | | 2,421 38 | | |
| Quebec canals survey for boundaries | | 746 46 | | |
| Total | | 3,730 79 | 55,017 94 | 11,049 36 |
| RAILWAYS. | | | | |
| Canadian Pacific | 33,076 39 | | | |
| Intercolonial | 1,880,856 60 | | 7,239,982 04 | |
| National Transcontinental | 6,249 40 | | | |
| Prince Edward Island | 698,877 47 | | 335,695 44 | |
| Windsor Branch | | | 24,281 09 | |
| Total | 2,619,069 86 | | 7,599,958 57 | |

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STATEMENT showing the amount expended by the Department of Railways and Canals,
&c.—*Concluded.*

| Name of work. | Chargeable to Capital. | Chargeable to Income. | CHARGEABLE TO REVENUE. | |
|-----------------------------------------------------------------------------|------------------------------|-----------------------------|------------------------|------------|
| | | | Staff. | Repairs. |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| GENERAL ON RAILWAYS. | | | | |
| Railway statistics | | 2,532 84 | | |
| Railway subsidies | | 2,046,878 45 | | |
| Repairs to Governor General's car | | 1,450 60 | | |
| Reporting evidence before Railway Com- mittee of the Privy Council | | 500 00 | | |
| Railway Commission | | 67,101 68 | | |
| Subscription to Railway Congress, Brussels | | 97 38 | | |
| Surveys and inspections | | 13,670 72 | | |
| Total | | 2,132,231 62 | | |
| MISCELLANEOUS. | | | | |
| Cost of litigation | | 4,770 34 | | |
| Salaries of engineers, draughtsmen, &c. | | 28,293 85 | | |
| " extra clerks, &c. | | 3,057 80 | | |
| Salaries re returns to Parliament | | 140 33 | | |
| Total | | 36,262 32 | | |
| RECAPITULATION. | | | | |
| Total on canals | 1,880,787 20 | 298,678 23 | 381,016 82 | 350,278 54 |
| " general | | 3,730 79 | 55,017 94 | 11,049 36 |
| Total on canals | 1,880,787 20 | 302,409 02 | 436,034 76 | 361,327 90 |
| Total on railways | 2,619,059 86 | | 7,599,968 57 | |
| " general | | 2,132,231 62 | | |
| Total on railways | 2,619,059 86 | 2,132,231 62 | 7,599,968 57 | |
| Grand total railways and canals, including miscellaneous | 4,499,847 06 | 2,470,902 96 | 8,035,993 33 | 361,327 90 |

Total amount expended, \$15,368,071.25.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

No. 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to June 30, 1904.

ST. PETER'S CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|-------------|-----------------------------------------|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 156,523 32 | | | |
| " " since | 1869 | 21,519 72 | | | |
| " " " " | 1870 | 70,719 80 | | | |
| " " " " | 1871 | | 46,193 57 | | |
| " " " " | 1872 | | | 225 36 | 555 78 |
| " " " " | 1873 | | | 280 00 | 6,122 07 |
| " " " " | 1874 | | | 343 32 | 6,539 58 |
| " " " " | 1875 | | | 725 93 | 1,558 57 |
| " " " " | 1876 | 20 97 | | 560 00 | 889 35 |
| " " " " | 1877 | 11,125 00 | | 641 55 | |
| " " " " | 1878 | 63,330 18 | | 600 00 | 17 45 |
| " " " " | 1879 | 26,511 51 | | 600 00 | |
| " " " " | 1880 | 107,337 75 | | 631 50 | |
| " " " " | 1881 | 80,120 54 | | 400 00 | |
| " " " " | 1882 | 69,434 76 | | 959 58 | |
| " " " " | 1883 | 484 00 | | 1,920 54 | 200 63 |
| " " " " | 1884 | | | 2,089 19 | 232 42 |
| " " " " | 1885 | 2,471 40 | | 2,601 47 | 367 85 |
| " " " " | 1886 | 16,820 15 | | 1,929 11 | 183 11 |
| " " " " | 1887 | 2,316 85 | | 2,360 67 | 297 81 |
| " " " " | 1888 | 1,087 75 | 750 00 | 2,777 13 | 343 23 |
| " " " " | 1889 | | | 3,217 77 | 1,588 40 |
| " " " " | 1890 | | 500 00 | 3,085 29 | 353 38 |
| " " " " | 1891 | | | 3,110 15 | 255 34 |
| " " " " | 1892 | 972 65 | 510 53 | 3,255 30 | 312 02 |
| " " " " | 1893 | 14,387 00 | 30,936 82 | 3,007 70 | 1,461 24 |
| " " " " | 1894 | 811 59 | 9,987 78 | 2,938 15 | 1,856 30 |
| " " " " | 1895 | 437 05 | 3,852 21 | 2,935 94 | 1,986 70 |
| " " " " | 1896 | 868 44 | 26,222 46 | 2,490 81 | 353 55 |
| " " " " | 1897 | 1,455 21 | 16,743 64 | 2,182 04 | 260 90 |
| " " " " | 1898 | | | 2,728 38 | 1 20 |
| " " " " | 1899 | | 111 70 | 2,785 25 | 453 85 |
| " " " " | 1900 | | | 2,819 86 | 456 61 |
| " " " " | 1901 | | | 2,833 24 | 1,483 30 |
| " " " " | 1902 | | 2,311 26 | 2,730 44 | 841 63 |
| " " " " | 1903 | | 10,014 43 | 2,939 81 | 274 44 |
| " " " " | 1904 | | | 2,836 49 | 764 11 |
| | | | | 3,126 94 | 122 45 |
| Less—Refunds of previous years. | | 648,755 64 | | | |
| | | 208 50 | | | |
| Total | | *648,547 14 | 148,134 40 | 68,677 91 | 30,133 27 |

* Expenditure as above. \$ 648,547 14
 Less expenditure prior to Confederation 156,523 32

Agreeing with Public Accounts, 1904, page 4. \$ 492,023 82

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BAIE VERTE CANAL.

| | | | | Year ending June 30. | Capital. | Income. |
|----------------------------------------------------|-------|---|--|-------------------------|----------|-----------|
| | | | | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | | |
| " | since | " | | 1869 | | |
| " | " | " | | 1870 | | |
| " | " | " | | 1871 | | 17,929 34 |
| " | " | " | | 1872 | | 6,399 41 |
| " | " | " | | 1873 | | 14,943 83 |
| " | " | " | | 1874 | | 4,018 90 |
| " | " | " | | 1875 | | 443 00 |
| " | " | " | | 1876 | | 110 75 |
| " | " | " | | 1877 | | 22 30 |
| " | " | " | | 1878 | | |
| " | " | " | | 1879 | | |
| " | " | " | | 1880 | | |
| " | " | " | | 1881 | | 520 00 |
| " | " | " | | 1882 | | |
| " | " | " | | 1883 | | |
| " | " | " | | 1884 | | |
| " | " | " | | 1885 | | |
| " | " | " | | 1886 | | |
| " | " | " | | 1887 | | |
| " | " | " | | 1888 | | |
| " | " | " | | 1889 | | |
| " | " | " | | 1890 | | |
| " | " | " | | 1891 | | |
| " | " | " | | 1892 | | |
| " | " | " | | 1893 | | |
| " | " | " | | 1894 | | |
| " | " | " | | 1895 | | |
| " | " | " | | 1896 | | |
| " | " | " | | 1897 | | |
| " | " | " | | 1898 | | |
| " | " | " | | 1899 | | |
| " | " | " | | 1900 | | |
| " | " | " | | 1901 | | |
| " | " | " | | 1902 | | |
| " | " | " | | 1903 | | |
| " | " | " | | 1904 | | |
| Total..... | | | | | | 44,387 53 |

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LACHINE CANAL.

| | Year ending June 30. | Chargeable to Capital. | | Renewals Chargeable to Income. | Staff. | Repairs. | |
|--------------------------------------------------------------------|-------------------------|------------------------|------------|--------------------------------------|---------|----------|--------------|
| | | \$ | cts. | \$ | cts. | \$ | cts. |
| Expenditure by Imperial Gov- ernment..... | | 40,000 | 00 | | | | |
| Government expenditure prior to Confederation..... | | 2,547,532 | 85 | | | | |
| Government expenditure since Confederation..... | 1868 | | | 1,852 | 70 | 13,742 | 05 |
| " " " " " " | 1869 | 2,000 | 00 | | | 14,209 | 02 |
| | | | | | | | 12,085 84 |
| Cost of original construction and enlargement of 1813 to 1848.. | | | 2,589,532 | 85 | | | |
| Expenditure by Dominion Gov- ernment..... | 1870 | | | | 15,834 | 49 | 13,302 39 |
| " " " " " " | 1871 | | | 12,231 | 40 | 17,478 | 52 |
| " " " " " " | 1872 | 36,708 | 15 | | | 16,076 | 93 |
| " " " " " " | 1873 | 7,824 | 28 | 35,158 | 21 | 23,601 | 03 |
| " " " " " " | 1874 | 158,618 | 35 | | | 25,811 | 07 |
| " " " " " " | 1875 | 197,420 | 52 | | | 28,692 | 01 |
| " " " " " " | 1876 | 327,769 | 39 | | | 33,797 | 73 |
| " " " " " " | 1877 | 1,489,375 | 73 | | | 33,148 | 86 |
| " " " " " " | 1878 | 1,484,619 | 63 | | | 39,062 | 97 |
| " " " " " " | 1879 | 958,053 | 30 | | | 42,338 | 84 |
| " " " " " " | 1880 | 369,566 | 74 | | | 38,950 | 90 |
| " " " " " " | 1881 | 292,165 | 51 | | | 39,027 | 99 |
| " " " " " " | 1882 | 252,821 | 33 | 2,978 | 66 | 41,158 | 90 |
| " " " " " " | 1883 | 396,496 | 96 | 1,859 | 68 | 45,554 | 91 |
| " " " " " " | 1884 | 188,266 | 18 | | | 48,624 | 51 |
| " " " " " " | 1885 | 111,215 | 23 | | | 49,004 | 85 |
| " " " " " " | 1886 | 210,509 | 42 | | | 50,969 | 10 |
| " " " " " " | 1887 | 28,772 | 52 | 12,981 | 59 | 53,113 | 97 |
| " " " " " " | 1888 | 19,414 | 34 | 7,996 | 38 | 52,229 | 61 |
| " " " " " " | 1889 | 76,032 | 96 | 972 | 71 | 54,110 | 67 |
| " " " " " " | 1890 | 7,448 | 03 | 8,238 | 46 | 53,114 | 34 |
| " " " " " " | 1891 | 217 | 53 | 16,155 | 75 | 50,721 | 69 |
| " " " " " " | 1892 | 87,852 | 35 | 27,480 | 80 | 52,729 | 37 |
| " " " " " " | 1893 | 445,983 | 21 | 50,937 | 40 | 53,185 | 00 |
| " " " " " " | 1894 | 64,345 | 14 | 17,152 | 48 | 60,174 | 03 |
| " " " " " " | 1895 | 189,944 | 36 | 32,405 | 20 | 56,337 | 44 |
| " " " " " " | 1896 | 184,998 | 25 | 8,193 | 15 | 58,342 | 96 |
| " " " " " " | 1897 | 282,052 | 48 | 14,664 | 21 | 57,533 | 20 |
| " " " " " " | 1898 | 216,717 | 44 | 819 | 62 | 57,282 | 50 |
| " " " " " " | 1899 | 162,351 | 83 | 3,103 | 99 | 55,990 | 00 |
| " " " " " " | 1900 | 125,009 | 41 | 12,210 | 88 | 56,791 | 45 |
| " " " " " " | 1901 | 97,305 | 52 | 12,072 | 87 | 58,364 | 29 |
| " " " " " " | 1902 | 113,328 | 26 | 36,249 | 02 | 59,435 | 33 |
| " " " " " " | 1903 | 58,426 | 92 | 109,893 | 43 | 69,762 | 03 |
| " " " " " " | 1904 | 181,487 | 06 | 162,705 | 14 | 77,233 | 17 |
| Cost of enlargement..... | | | 8,773,118 | 33 | | | |
| Total..... | | | 11,362,651 | 18 | 588,313 | 73 | 1,012,187 86 |

Total expenditure on capital account as above.....\$ 11,362,651 18

Less charged to St. Lawrence River and Canals, see page 9.. \$2,950,104 15

Less expenditure by Imperial Government..... 40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet, 1904, page 4\$ 8,372,547 03

S. LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,

Accountant.

OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|--------------|--------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 1,611,424 11 | | | |
| " since " | 1869 | | 63,193 75 | 9,349 99 | 6,216 98 |
| " " " | 1870 | | 55 00 | 9,626 99 | 6,498 57 |
| " " " | 1871 | | 27 50 | 10,117 57 | 6,384 81 |
| " " " | 1872 | | 12,316 53 | 12,316 53 | 5,722 36 |
| " " " | 1873 | | 27 50 | 11,792 46 | 15,733 38 |
| " " " | 1874 | | 5,122 50 | 12,210 73 | 9,882 06 |
| " " " | 1875 | | 26 00 | 15,392 51 | 10,990 56 |
| " " " | 1876 | | 36 00 | 14,399 32 | 12,253 01 |
| " " " | 1877 | | | 14,465 86 | 17,170 83 |
| " " " | 1878 | | | 14,377 63 | 15,207 36 |
| " " " | 1879 | | | 14,383 37 | 9,861 06 |
| " " " | 1880 | 266 15 | | 15,015 86 | 10,370 71 |
| " " " | 1881 | | | 15,362 61 | 8,997 34 |
| " " " | 1882 | | | 17,659 93 | 10,770 67 |
| " " " | 1883 | | | 18,904 53 | 20,813 86 |
| " " " | 1884 | | 6,727 44 | 18,287 77 | 15,826 71 |
| " " " | 1885 | | 3,277 98 | 19,107 38 | 16,232 61 |
| " " " | 1886 | | 7,999 79 | 18,960 40 | 14,637 70 |
| " " " | 1887 | | 8,491 80 | 19,228 90 | 14,356 00 |
| " " " | 1888 | | 3,633 57 | 18,867 45 | 14,999 88 |
| " " " | 1889 | | 14,411 97 | 19,325 05 | 14,285 98 |
| " " " | 1890 | | 10,993 52 | 20,019 11 | 14,982 54 |
| " " " | 1891 | | | 19,847 42 | 14,999 20 |
| " " " | 1892 | | 17,085 68 | 18,886 86 | 12,537 39 |
| " " " | 1893 | | 1,696 23 | 20,050 01 | 14,999 80 |
| " " " | 1894 | | | 20,348 34 | 14,107 11 |
| " " " | 1895 | | 6,547 72 | 20,574 53 | 13,903 46 |
| " " " | 1896 | | 27,982 93 | 20,428 59 | 12,299 49 |
| " " " | 1897 | | | 20,725 47 | 15,050 85 |
| " " " | 1898 | | 9,813 15 | 21,012 64 | 14,862 98 |
| " " " | 1899 | 25,000 00 | 5,799 34 | 20,650 00 | 16,164 92 |
| " " " | 1900 | | 1,000 00 | 20,613 22 | 13,463 01 |
| " " " | 1901 | | 4,959 22 | 20,147 59 | 14,506 30 |
| " " " | 1902 | | 483 40 | 20,118 42 | 14,199 12 |
| " " " | 1903 | | | 16,682 52 | 6,532 33 |
| " " " | 1904 | | | 8,218 14 | 10,063 38 |
| " " " | 1904 | | | 9,236 27 | 11,936 37 |
| Total | | 1,636,690 26 | 199,391 99 | 616,611 97 | 471,819 68 |

* See page 9 for total cost of St. Lawrence River and Canals.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

| | Year ending June 30. | CHARGEABLE TO CAPITAL. | | | | Chargeable to Income. |
|-----------------------------------------------------|-------------------------|------------------------|-------------------|--------------------|--------------|-----------------------------|
| | | North Channel. | River Reaches. | Galops Channel. | Total. | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | | | | 18,442 85 | 98,378 46 |
| Government expenditure since Confederation..... | 1868 | | | | | |
| " " " | 1869 | | | | | |
| " " " | 1870 | | | | | |
| " " " | 1871 | | | | | |
| " " " | 1872 | | | | | |
| " " " | 1873 | | | | 33,241 69 | |
| " " " | 1874 | | | | 26,541 30 | |
| " " " | 1875 | | | | 20,611 36 | |
| " " " | 1876 | | | | 50,215 47 | |
| " " " | 1877 | | | | 47,377 31 | |
| " " " | 1878 | | | | 5,570 46 | |
| " " " | 1879 | | | | 9,265 77 | |
| " " " | 1880 | | | | 9,214 56 | |
| " " " | 1881 | | | | 6,927 96 | |
| " " " | 1882 | | 6,933 45 | 22,000 00 | 28,933 45 | |
| " " " | 1883 | | 3,574 31 | 41,300 00 | 44,874 31 | |
| " " " | 1884 | | 15,546 03 | 74,300 00 | 89,846 03 | |
| " " " | 1885 | | 13,710 17 | 101,400 00 | 115,110 17 | |
| " " " | 1886 | | 16,251 73 | 99,800 00 | 116,051 73 | |
| " " " | 1887 | | 20,037 31 | 54,400 00 | 74,437 31 | |
| " " " | 1888 | | 16,082 85 | 40,400 00 | 56,482 85 | |
| " " " | 1889 | | 1,293 92 | 17,200 00 | 18,493 92 | |
| " " " | 1890 | | 18,279 91 | 5,700 00 | 23,979 91 | |
| " " " | 1891 | | 35,137 25 | | 35,137 25 | |
| " " " | 1892 | | 59,779 31 | | 59,779 31 | |
| " " " | 1893 | | 52,643 39 | | 52,643 39 | |
| " " " | 1894 | | 13,721 66 | | 13,721 66 | |
| " " " | 1895 | | 1,223 72 | 181,552 03 | 182,775 75 | |
| " " " | 1896 | | 7,457 05 | | 7,457 05 | |
| " " " | 1897 | | 12,347 31 | | 12,347 31 | |
| " " " | 1898 | 171,336 65 | 7,491 11 | 32,710 00 | 211,537 76 | |
| " " " | 1899 | 461,979 50 | 9,366 47 | 42,430 00 | 513,775 97 | |
| " " " | 1900 | 225,000 00 | 72,484 41 | 50,000 00 | 347,484 41 | |
| " " " | 1901 | 184,790 34 | 19,389 75 | 91,211 97 | 295,392 06 | |
| " " " | 1902 | 125,000 00 | 29,268 64 | 24,037 85 | 178,306 49 | |
| " " " | 1903 | 126,833 94 | 16,432 28 | 25,000 00 | 168,266 22 | |
| " " " | 1904 | 68,595 42 | 9,634 66 | 6,450 00 | 84,680 08 | |
| | | 1,363,535 85 | 458,086 69 | 909,891 85 | 2,958,923 12 | 98,378 46 |

ST. LAWRENCE RIVER AND CANALS.

| | |
|-------------------------------------------------------------------------------|-----------------|
| St. Lawrence River and Canals, as above | \$ 2,958,923 12 |
| Beauharnois Canal, see page 8 | 1,636,690 26 |
| Cornwall Canal " 12 | 7,077,094 13 |
| Williamsburg Canal " 14 | 9,869,087 32 |
| Lake St. Louis " 10 | 298,176 11 |
| Soulanges Canal " 26 | 6,851,971 77 |
| Lachine Canal, from prior to Confederation to June 30, 1875, see page 7 | 2,950,104 15 |
| Lake St. Francis, see page 11 | 75,906 71 |

Agreeing with Public Accounts Balance Sheet, 1904, page 4.....\$ 31,717,953 57

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

| | Year ending June 30. | Chargeable to Capital. | Chargeable to Revenue. |
|------------------------------------------------|-------------------------|------------------------------|------------------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation. | | | |
| " " since " " | 1868 | | |
| " " " " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | | |
| " " " " | 1895 | 4,753 14 | |
| " " " " | 1896 | 49,909 31 | |
| " " " " | 1897 | 73,300 41 | |
| " " " " | 1898 | 64,495 83 | |
| " " " " | 1899 | 57,607 79 | |
| " " " " | 1900 | 11,765 70 | |
| " " " " | 1901 | 12,918 31 | |
| " " " " | 1902 | 6,000 00 | |
| " " " " | 1903 | 9,508 72 | |
| " " " " | 1904 | 7,916 90 | |
| Total. | | *298,176 11 | |

* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

| | Year ending June 30 | Chargeable to Capital. | | Renewals Chargeable to Income. | Staff. | Repairs. |
|-------------------------------------------------------|------------------------|------------------------|---------------|-----------------------------------------|------------|------------|
| | | \$ cts. | \$ ct. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | | 1,933,152 69 | | | | |
| Government expenditure since Confederation.. | 1868 | | | 2,786 00 | 11,244 47 | 3,774 18 |
| " " | 1869 | 10,692 04 | | | 10,347 91 | 3,869 14 |
| " " | 1870 | | | 17,780 05 | 10,368 16 | 7,145 42 |
| " " | 1871 | | | 7 50 | 11,848 39 | 8,891 61 |
| " " | 1872 | | | 10,000 21 | 10,594 30 | 8,163 70 |
| " " | 1873 | | | 1,011 75 | 13,042 25 | 12,467 65 |
| " " | 1874 | | | | 13,405 20 | 7,610 70 |
| " " | 1875 | 1,780 00 | | | 13,351 91 | 7,097 34 |
| Cost of original construction.. | | | 1,945,624 73 | | | |
| Expenditure by Dominion Gov- ernment.. | 1876 | | | | 13,320 61 | 6,423 67 |
| " " | 1877 | 49,211 37 | | | 13,375 70 | 6,440 54 |
| " " | 1878 | 145,015 45 | | | 13,825 50 | 4,935 21 |
| " " | 1879 | 143,092 05 | | | 13,817 96 | 4,983 15 |
| " " | 1880 | 109,454 95 | | | 14,440 33 | 9,735 76 |
| " " | 1881 | 53,948 14 | | | 15,173 60 | 5,524 10 |
| " " | 1882 | 44,587 61 | | | 15,052 20 | 6,634 62 |
| " " | 1883 | 21,728 93 | | | 18,283 67 | 8,361 71 |
| " " | 1884 | 22,018 13 | | | 18,475 48 | 9,007 73 |
| " " | 1885 | 62,034 90 | | 16,298 96 | 15,988 96 | 12,368 51 |
| " " | 1886 | 57,820 83 | | 6,960 95 | 15,994 80 | 11,832 83 |
| " " | 1887 | 46,966 43 | | | 17,520 54 | 12,100 29 |
| " " | 1888 | 67,945 74 | | | 16,938 54 | 13,942 64 |
| " " | 1889 | 163,993 85 | | | 17,890 55 | 58,205 26 |
| " " | 1890 | 365,038 01 | | 2,000 00 | 17,063 49 | 12,758 18 |
| " " | 1891 | 599,001 85 | | 1,459 98 | 16,077 72 | 9,890 05 |
| " " | 1892 | 398,555 25 | | 2,345 28 | 15,596 66 | 9,864 96 |
| " " | 1893 | 352,536 13 | | | 15,173 01 | 9,668 14 |
| " " | 1894 | 404,990 22 | | | 15,344 02 | 7,733 54 |
| " " | 1895 | 450,689 65 | | 21,497 74 | 15,414 56 | 13,053 55 |
| " " | 1896 | 448,408 81 | | 2,175 00 | 15,472 26 | 25,259 56 |
| " " | 1897 | 438,487 51 | | | 15,540 43 | 16,438 32 |
| " " | 1898 | 133,208 96 | | | 15,011 50 | 15,431 02 |
| " " | 1899 | 37,649 00 | | 15,960 80 | 16,000 00 | 14,623 90 |
| " " | 1900 | 169,889 51 | | 18,547 50 | 18,798 10 | 13,998 29 |
| " " | 1901 | 62,032 47 | | | 17,104 13 | 13,166 89 |
| " " | 1902 | 90,535 18 | | | 17,896 58 | 15,045 95 |
| " " | 1903 | 77,833 81 | | | 70,129 29 | 19,205 66 |
| " " | 1904 | 113,795 16 | | 1,730 16 | 45,792 64 | 20,932 55 |
| Cost of enlargement..... | | | 5,131,469 40 | | | |
| Total | | | *7,077,094 13 | 120,561 86 | 640,715 42 | 446,515 72 |

* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

| | Year ended June 30 | Capital. | | | | Renewals Chargeable to Income. | Staff. | Repairs. |
|-------------------------------------------------------------------------------------|--------------------|-----------------|--------------|--------------|--------------|--------------------------------|------------|------------|
| | | Farran's Point. | Galopa. | Rapide Flat. | Total. | | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation being amount of original construction | 1868 | | | | 1,328,855 54 | | 5,745 97 | 6,442 41 |
| Government expenditure since Confederation | 1869 | | | | | | 5,769 81 | 5,670 88 |
| " | 1870 | | | | | | 5,573 13 | 6,546 16 |
| " | 1871 | | | | | | 6,382 17 | 5,308 41 |
| " | 1872 | | | | | 1,077 00 | 5,542 94 | 3,230 07 |
| " | 1873 | | | | | | 6,424 49 | 7,347 75 |
| " | 1874 | | | | | | 6,857 19 | 7,395 92 |
| " | 1875 | | | | | | 6,547 62 | 4,110 29 |
| " | 1876 | | | | | | 7,418 39 | 11,690 98 |
| " | 1877 | | | | | | 7,388 58 | 10,053 61 |
| " | 1878 | | | | | | 7,430 11 | 4,449 78 |
| " | 1879 | | | | | | 7,517 20 | 3,549 71 |
| " | 1880 | | | | | | 7,690 15 | 3,999 77 |
| " | 1881 | | | | | | 7,572 35 | 5,020 73 |
| " | 1882 | | | | | | 7,589 44 | 7,447 69 |
| " | 1883 | | | | 13 19 | | 7,423 48 | 7,269 39 |
| " | 1884 | | | | 2,473 44 | | 7,757 04 | 7,349 37 |
| " | 1885 | | | 32,473 05 | 103,237 12 | | 7,696 67 | 8,198 03 |
| " | 1886 | | 70,764 07 | 71,820 79 | 149,585 71 | | 7,671 54 | 7,847 06 |
| " | 1887 | | 32,862 02 | 82,990 98 | 115,853 00 | | 7,635 54 | 7,904 76 |
| " | 1888 | | 16,628 95 | 53,499 34 | 70,128 29 | | 7,646 79 | 8,190 13 |
| " | 1889 | | 37,661 15 | 22,206 11 | 59,867 26 | 1,613 67 | 7,485 28 | 8,794 61 |
| " | 1890 | | 126,417 42 | 12,660 95 | 139,078 37 | | 8,864 53 | 8,191 69 |
| " | 1891 | 2,853 76 | 172,779 88 | 55,036 96 | 230,670 60 | | 8,678 25 | 7,987 40 |
| " | 1892 | | 218,511 17 | 158,034 15 | 376,545 32 | 797 83 | 9,458 33 | 8,551 32 |
| " | 1893 | | 154,524 01 | 217,669 28 | 372,193 29 | 3,675 00 | 8,676 03 | 8,347 97 |
| " | 1894 | | 223,992 81 | 274,397 42 | 498,390 23 | | 10,230 09 | 7,029 95 |
| " | 1895 | | 118,464 53 | 228,892 70 | 347,357 23 | 13,720 36 | 9,575 09 | 7,571 37 |
| Carried forward. | | 2,853 76 | 1,250,620 93 | 1,209,681 73 | 3,786,298 59 | 20,883 86 | 210,337 70 | 196,327 20 |

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS—Continued.

| | Year ending June 30. | Capital. | | | | Renewals Chargeable to Income. | Staff. | Repairs. |
|---------------------------------------------|----------------------|--------------------|--------------|-----------------|---------------|-----------------------------------------|------------|------------|
| | | Farran's Point. | Galopw. | Rapide Plat. | Total. | | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Brought forward | | 2,853 76 | 1,250,620 93 | 1,209,681 73 | 3,786,298 59 | 20,883 86 | 210,337 70 | 195,327 20 |
| Government expenditure since Confederation. | 1896 | 4,980 00 | 150,744 16 | 286,396 96 | 442,121 12 | 8,607 04 | 9,688 51 | 9,036 00 |
| " | 1897 | 231,321 44 | 262,735 73 | 205,480 55 | 498,274 33 | 3,880 76 | 8,697 54 | 8,210 71 |
| " | 1898 | 346,986 54 | 734,492 07 | 116,072 55 | 1,081,886 06 | 7,410 00 | 10,708 66 | 8,032 84 |
| " | 1899 | 100,534 64 | 987,186 44 | 57,869 18 | 1,392,012 16 | 4,137 04 | 9,980 64 | 10,000 00 |
| " | 1900 | 111,158 39 | 732,799 27 | 14,288 74 | 867,632 65 | ..... | 11,092 06 | 10,897 79 |
| " | 1901 | 42,209 89 | 390,112 78 | 76,501 57 | 577,772 74 | ..... | 12,342 32 | 11,755 09 |
| " | 1902 | 10,266 92 | 421,945 81 | 137,818 22 | 601,973 92 | ..... | 14,403 28 | 13,673 26 |
| " | 1903 | 18,700 00 | 320,354 92 | 18,483 34 | 349,105 18 | ..... | 15,246 91 | 20,042 79 |
| " | 1904 | ..... | 256,536 30 | 26,774 27 | 302,010 57 | 1,978 85 | 20,570 17 | 19,430 05 |
| Total | | 868,981 58 | 5,327,586 46 | 2,149,377 11 | *9,869,087 32 | 46,897 55 | 322,947 79 | 306,455 73 |

* Original construction. \$ 1,320,655 54
 Cost of enlargement. 8,548,431 78

Total

Included in total cost of St. Lawrence River and Canals, page 9.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|-----------------------------------------|--------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Imperial Government.. .. . | 1868 | 222,220 00 | | | |
| Government expenditure prior to Confederation | 1869 | 7,416,019 83 | | | |
| since | 1870 | 12,097 84 | | 37,679 05 | 38,852 96 |
| " | 1871 | 43,486 36 | | 39,060 61 | 50,773 03 |
| " | 1872 | | 22,173 72 | 40,340 45 | 65,009 19 |
| " | 1873 | | 48,569 10 | 42,383 33 | 53,381 02 |
| " | 1874 | 53,680 32 | 6,022 44 | 37,085 37 | 50,276 90 |
| " | 1875 | 82,282 20 | 47,876 27 | 45,382 99 | 66,550 73 |
| " | 1876 | 746,420 61 | | 50,966 48 | 103,666 99 |
| " | 1877 | 1,047,119 91 | | 52,595 00 | 88,539 99 |
| " | 1878 | 1,569,478 19 | 700 00 | 57,623 31 | 81,376 12 |
| " | 1879 | 2,190,962 61 | | 59,963 47 | 49,783 93 |
| " | 1880 | 2,138,392 99 | | 60,138 59 | 66,393 53 |
| " | 1881 | 1,552,697 41 | | 59,912 23 | 56,755 57 |
| " | 1882 | 1,252,924 75 | | 63,198 10 | 76,535 25 |
| " | 1883 | 1,242,943 37 | 6,593 19 | 56,398 04 | 69,249 53 |
| " | 1884 | 603,402 17 | 13,664 80 | 74,641 51 | 84,374 97 |
| " | 1885 | 549,433 29 | 5,979 03 | 109,207 21 | 72,707 62 |
| " | 1886 | 432,336 21 | | 113,276 87 | 90,926 97 |
| " | 1887 | 463,505 38 | 6,150 21 | 112,670 00 | 91,534 66 |
| " | 1888 | 215,380 75 | 1,359 00 | 111,660 22 | 69,507 48 |
| " | 1889 | 1,071,073 87 | 3,828 67 | 109,371 69 | 77,440 80 |
| " | 1890 | 429,720 94 | 10,740 86 | 110,806 01 | 86,518 97 |
| " | 1891 | 225,910 21 | 43,803 80 | 113,587 05 | 77,547 77 |
| " | 1892 | 117,633 22 | 51,648 28 | 109,202 02 | 72,686 19 |
| " | 1893 | 36,371 03 | 19,767 73 | 107,662 63 | 82,548 30 |
| " | 1894 | 29,541 21 | 9,008 80 | 104,673 73 | 73,771 87 |
| " | 1895 | 8,259 94 | 25,103 13 | 104,926 73 | 65,016 84 |
| " | 1896 | 1,571 78 | 13,430 20 | 102,018 80 | 53,063 71 |
| " | 1897 | 3,809 35 | 24,245 02 | 90,438 07 | 48,270 94 |
| " | 1898 | 1,677 67 | 18,768 99 | 87,988 11 | 62,542 64 |
| " | 1899 | 2,282 35 | 22,283 06 | 88,095 20 | 41,247 81 |
| " | 1900 | | 31,803 25 | 84,806 54 | 59,571 66 |
| " | 1901 | | 30,099 84 | 86,110 88 | 56,270 60 |
| " | 1902 | 18,167 29 | 37,164 84 | 84,888 36 | 59,507 64 |
| " | 1903 | 224,536 96 | 87,777 43 | 86,889 24 | 72,055 89 |
| " | 1904 | 303,997 81 | 78,905 37 | 88,048 95 | 69,279 90 |
| " | | 315,819 49 | 94,127 21 | 90,684 05 | 72,004 59 |
| " | | 555,751 00 | 31,140 58 | 91,115 35 | 85,717 88 |
| Total | | 25,189,908 31 | 795,734 82 | 2,965,526 24 | 2,541,250 44 |

*Total expenditure as above. \$ 25,189,908 31
Less expenditure by Imperial Government. 222,220 00

Agreeing with Public Accounts Balance Sheet, 1904, page 4... \$ 24,967,688 31

Original cost of construction, including first enlargement. \$ 7,693,824 03
Enlargement, including new Welland Canal. 17,496,084 28

Total expenditure as above. \$ 25,189,908 31

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

STE. ANNE'S LOCK AND CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|--------------------------------------|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | 134,456 51 | | | |
| " since " | 1868 | | | 778 16 | 432 47 |
| " " | 1869 | | | 1,062 96 | 1,873 51 |
| " " | 1870 | | | 1,136 54 | 1,280 36 |
| " " | 1871 | | | 1,285 84 | 1,539 02 |
| " " | 1872 | | 1,939 46 | 1,106 80 | 1,393 63 |
| " " | 1873 | | 540 11 | 2,199 64 | 1,264 40 |
| " " | 1874 | 12,753 27 | | 2,614 90 | 7,206 63 |
| " " | 1875 | 32,627 71 | | 1,859 20 | 4,506 68 |
| " " | 1876 | 24,935 85 | | 1,952 14 | 4,033 72 |
| " " | 1877 | 30,003 08 | | 1,982 65 | 1,756 93 |
| " " | 1878 | 14,618 85 | | 2,067 32 | 541 95 |
| " " | 1879 | 22,113 02 | | 2,202 03 | 3,259 70 |
| " " | 1880 | 3,054 68 | | 2,152 57 | 1,704 71 |
| " " | 1881 | 69,042 76 | | 2,553 02 | 3,257 92 |
| " " | 1882 | 193,158 36 | | 2,611 30 | 2,343 99 |
| " " | 1883 | 172,959 95 | | 2,569 86 | 3,448 83 |
| " " | 1884 | 142,006 25 | | 2,775 32 | 2,725 49 |
| " " | 1885 | 93,679 57 | | 2,618 60 | 4,042 04 |
| " " | 1886 | 129,681 67 | | 2,611 90 | 5,803 01 |
| " " | 1887 | 45,276 08 | 6,054 10 | 2,537 41 | 1,499 96 |
| " " | 1888 | 19,910 55 | 1,372 59 | 2,505 61 | 1,380 75 |
| " " | 1889 | 24,786 33 | | 2,569 22 | 1,730 79 |
| " " | 1890 | 6,151 14 | | 2,571 04 | 1,525 51 |
| " " | 1891 | | 8,173 69 | 2,506 69 | 1,503 56 |
| " " | 1892 | | 25,471 61 | 2,571 28 | 1,666 21 |
| " " | 1893 | | 6,521 88 | 2,581 08 | 2,800 03 |
| " " | 1894 | | 3,497 56 | 2,640 00 | 2,799 63 |
| " " | 1895 | | 3,694 33 | 2,508 14 | 3,025 91 |
| " " | 1896 | | | 2,495 54 | 4,993 89 |
| " " | 1897 | | | 2,357 51 | 1,688 12 |
| " " | 1898 | | | 1,904 10 | 1,699 44 |
| " " | 1899 | | | 1,920 12 | 1,997 96 |
| " " | 1900 | | | 1,840 51 | 2,679 21 |
| " " | 1901 | | | 1,895 89 | 3,999 02 |
| " " | 1902 | | | 1,994 52 | 3,015 97 |
| " " | 1903 | | 1,984 39 | 2,072 17 | 4,684 42 |
| " " | 1904 | | | 2,292 94 | 2,244 13 |
| Total | | *1,170,215 63 | 59,249 72 | 79,893 52 | 97,351 50 |

* Included in total cost of Ottawa River Works, see page 19.

| | |
|--------------------------------------|------------------------|
| Original construction..... | \$ 134,456 51 |
| Enlargement, including new lock..... | 1,035,759 12 |
| | <u>\$ 1,170,215 63</u> |

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

STATEMENTS OF THE ACCOUNTANT

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SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

CARILLON AND GRENVILLE CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|--------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Imperial Government..... | | * | | | |
| Government expenditure prior to Confederation | | 63,053 64 | | | |
| " since | 1868 | | 19,817 22 | 6,301 88 | 8,911 28 |
| " " " | 1869 | | | 6,549 38 | 10,157 42 |
| " " " | 1870 | | 4,167 96 | 6,617 81 | 9,852 09 |
| " " " | 1871 | | 23,119 37 | 8,676 90 | 8,218 24 |
| " " " | 1872 | 165,257 28 | | 8,324 51 | 17,235 31 |
| " " " | 1873 | 133,199 10 | 3,051 38 | 10,068 28 | 8,781 50 |
| " " " | 1874 | 245,258 38 | | 10,710 88 | 10,605 82 |
| " " " | 1875 | 339,864 76 | | 10,378 57 | 18,520 44 |
| " " " | 1876 | 326,203 16 | | 10,764 38 | 11,475 96 |
| " " " | 1877 | 245,738 04 | | 11,050 27 | 10,304 06 |
| " " " | 1878 | 22,676 20 | | 11,401 30 | 5,082 72 |
| " " " | 1879 | 243,141 24 | | 11,501 22 | 7,629 98 |
| " " " | 1880 | 281,514 27 | | 11,959 14 | 7,625 54 |
| " " " | 1881 | 336,707 53 | | 13,059 18 | 8,076 91 |
| " " " | 1882 | 433,094 39 | | 14,387 49 | 7,582 68 |
| " " " | 1883 | 433,575 10 | | 17,479 58 | 8,310 02 |
| " " " | 1884 | 399,267 16 | | 17,393 91 | 7,918 42 |
| " " " | 1885 | 157,187 72 | | 19,702 30 | 10,429 26 |
| " " " | 1886 | 104,973 24 | 75 00 | 20,597 82 | 9,303 31 |
| " " " | 1887 | 20,747 11 | | 20,011 36 | 10,554 41 |
| " " " | 1888 | 38,986 29 | | 21,531 12 | 10,036 62 |
| " " " | 1889 | 298 17 | | 22,098 88 | 10,135 66 |
| " " " | 1890 | 17 58 | 4,526 61 | 15,896 16 | 7,582 38 |
| " " " | 1891 | | 4,395 25 | 21,230 22 | 10,796 68 |
| " " " | 1892 | 34,585 64 | 15,036 48 | 17,458 69 | 8,629 15 |
| " " " | 1893 | 207 00 | 42,298 74 | 16,762 71 | 10,669 28 |
| " " " | 1894 | 335 55 | 20,034 94 | 14,144 98 | 11,620 09 |
| " " " | 1895 | | 5,963 76 | 15,453 21 | 12,303 25 |
| " " " | 1896 | 3,850 31 | | 13,995 69 | 12,161 10 |
| " " " | 1897 | 1,908 44 | 4,939 20 | 13,780 29 | 11,607 95 |
| " " " | 1898 | 82,663 37 | 5,082 03 | 11,697 81 | 10,993 61 |
| " " " | 1899 | 39,999 37 | | 11,919 27 | 11,478 88 |
| " " " | 1900 | 22,802 27 | 4,476 50 | 13,657 06 | 14,666 71 |
| " " " | 1901 | 4,930 65 | 9,331 95 | 13,342 22 | 13,416 00 |
| " " " | 1902 | | 16,998 69 | 13,725 99 | 19,366 30 |
| " " " | 1903 | | 15,992 52 | 14,348 17 | 17,706 28 |
| " " " | 1904 | | 9,150 07 | 16,224 94 | 17,262 29 |
| Total..... | | †4,182,092 96 | 208,457 67 | 514,203 57 | 407,058 60 |

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852

† Included in total cost of Ottawa River Works, see page 19, cost of enlargement, \$4,119,039.32.

S. LEONARD SHANNON.

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

CULBUTE LOCK AND DAM.

| | Year ending June 30. | Capital. | Renewals Chargeable to Incoms. | Staff. | Repairs. |
|----------------------------------------------|-------------------------|-------------|--------------------------------------|-----------|----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation.. | 1868 | | | | |
| " " " " | 1869 | | | | |
| " " " " | 1870 | | | | |
| " " " " | 1871 | | | | |
| " " " " | 1872 | | | | |
| " " " " | 1873 | | 835 53 | | |
| " " " " | 1874 | | 38,388 99 | | |
| " " " " | 1875 | 63,659 29 | | | |
| " " " " | 1876 | 76,842 44 | | | |
| " " " " | 1877 | 56,061 87 | | | |
| " " " " | 1878 | 5,933 53 | | | |
| " " " " | 1879 | 20,694 19 | | | |
| " " " " | 1880 | 16,688 20 | | 202 50 | 269 31 |
| " " " " | 1881 | 4,721 62 | | 962 85 | |
| " " " " | 1882 | 29,567 15 | | 790 00 | 162 33 |
| " " " " | 1883 | 14,249 60 | | 695 00 | 288 99 |
| " " " " | 1884 | 8,151 16 | | 733 50 | |
| " " " " | 1885 | 19,071 76 | | 730 00 | 572 75 |
| " " " " | 1886 | 26,385 27 | | 730 00 | 2,396 14 |
| " " " " | 1887 | 7,760 88 | | 730 00 | 967 33 |
| " " " " | 1888 | 7,573 99 | | 730 50 | 730 60 |
| " " " " | 1889 | 17,112 01 | | 1,060 00 | 116 53 |
| " " " " | 1890 | 2,818 35 | | 747 83 | |
| " " " " | 1891 | 2,183 15 | 9,122 05 | 745 25 | 499 91 |
| " " " " | 1892 | | 1,546 25 | 736 00 | |
| " " " " | 1893 | | 1,420 65 | 749 00 | 13 55 |
| " " " " | 1894 | | 2,540 14 | 730 00 | 494 43 |
| " " " " | 1895 | | 1,475 26 | 436 05 | 434 28 |
| " " " " | 1896 | | | | |
| " " " " | 1897 | | | | |
| " " " " | 1898 | | | | 100 00 |
| " " " " | 1899 | | | | |
| " " " " | 1900 | 3,085 00 | | | |
| " " " " | 1901 | 197 00 | | | |
| " " " " | 1902 | | 1,135 00 | | |
| " " " " | 1903 | | | | |
| " " " " | 1904 | | 2,204 50 | | |
| Total..... | | *382,776 46 | 58,668 37 | 11,507 48 | 7,036 15 |

* Included in total cost of Ottawa River Works, see page 19.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*
RIDEAU CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|----------------------|--------------------------------------|---------------------|-------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Imperial Government..... | 1868 | 3,911,701 47 | | | |
| Government expenditure prior to Confederation | 1869 | 153,062 60 | | | |
| " " since " .. | 1870 | 168 50 | 7,298 12 | 18,397 28 | 16,475 21 |
| " " " " .. | 1871 | | 13 16 | 19,250 71 | 13,140 77 |
| " " " " .. | 1872 | | 11,732 98 | 20,022 37 | 18,469 33 |
| " " " " .. | 1873 | | 4,967 50 | 22,814 58 | 18,120 52 |
| " " " " .. | 1874 | | 18,070 97 | 22,139 48 | 14,005 32 |
| " " " " .. | 1875 | | 5,793 16 | 22,841 51 | 26,074 49 |
| " " " " .. | 1876 | 9,310 85 | | 26,815 44 | 22,957 40 |
| " " " " .. | 1877 | 2,163 96 | | 26,553 37 | 19,699 81 |
| " " " " .. | 1878 | 214 11 | | 26,430 77 | 14,428 26 |
| " " " " .. | 1879 | | | 25,969 56 | 14,198 18 |
| " " " " .. | 1880 | 7,703 88 | | 26,651 51 | 11,034 22 |
| " " " " .. | 1881 | | | 26,042 52 | 7,134 55 |
| " " " " .. | 1882 | | | 26,463 88 | 11,434 05 |
| " " " " .. | 1883 | | 133 50 | 26,024 71 | 8,627 00 |
| " " " " .. | 1884 | | | 26,915 29 | 13,860 28 |
| " " " " .. | 1885 | | 70 65 | 27,322 81 | 23,524 84 |
| " " " " .. | 1886 | | 4,597 50 | 26,938 95 | 19,245 02 |
| " " " " .. | 1887 | | 2,098 78 | 26,971 32 | 18,189 55 |
| " " " " .. | 1888 | | 550 00 | 27,045 95 | 36,648 04 |
| " " " " .. | 1889 | | 20,823 96 | 29,440 46 | 18,565 34 |
| " " " " .. | 1890 | | 18,889 48 | 33,458 83 | 25,478 87 |
| " " " " .. | 1891 | | 6,665 22 | 33,801 77 | 18,106 36 |
| " " " " .. | 1892 | | 21,124 10 | 34,270 57 | 18,025 21 |
| " " " " .. | 1893 | | 20,967 25 | 34,641 98 | 21,537 56 |
| " " " " .. | 1894 | | 31,363 23 | 35,500 82 | 21,507 16 |
| " " " " .. | 1895 | | 24,274 71 | 35,022 49 | 18,789 50 |
| " " " " .. | 1896 | | 14,485 11 | 34,943 35 | 16,939 47 |
| " " " " .. | 1897 | | 31,559 48 | 33,827 08 | 19,897 32 |
| " " " " .. | 1898 | | 21,452 29 | 34,052 77 | 30,196 38 |
| " " " " .. | 1899 | | 19,079 11 | 31,461 55 | 29,535 94 |
| " " " " .. | 1900 | | 13,608 39 | 30,759 05 | 26,599 93 |
| " " " " .. | 1901 | | 700 29 | 30,751 20 | 28,199 49 |
| " " " " .. | 1902 | | 11,780 41 | 30,623 27 | 30,237 09 |
| " " " " .. | 1903 | | | 31,334 40 | 33,791 17 |
| " " " " .. | 1904 | | 8,894 40 | 32,193 66 | 33,959 86 |
| " " " " .. | | | 16,235 13 | 34,595 31 | 36,424 23 |
| " " " " .. | | | 13,525 04 | 39,127 96 | 38,496 78 |
| Total | | *4,084,323 37 | 350,753 90 | 1,071,408 53 | 793,554 49 |

* Ottawa River Works.

| | |
|---------------------------------------------------------------------------|------------------------|
| Ste. Anne's Lock, page 16..... | \$ 1,170,215 63 |
| Carillon and Grenville Canal, page 17..... | 4,182,092 96.. |
| Culbute Canal, page 18..... | 382,776 46 |
| Rideau Canal, as above..... | \$ 4,084,323 37 |
| Less expenditure by Imperial Government..... | 3,911,701 47 |
| | 172,621 90 |
| Total Ottawa River Works (Capital)..... | \$ 5,907,706 95 |
| Add expenditure on slides and booms prior to Confederation..... | \$ 719,247 13 |
| " " " " since " .. | 7,243 60 |
| " " " " on Chats Canals prior to Confederation..... | 482,950 81 |
| " " " " in 1881, charged to Miscellaneous, see page 229, part ii, | |
| Public Accounts..... | 1,133 84 |
| Add amount transferred, see page xxxvi, Public Accounts Balance Sheet, | |
| 1881..... | 233,555 85 |
| | 1,444,134 23 |
| | \$ 7,351,841 18 |
| Less expenditure prior to Confederation, transferred to Income Account.\$ | 320,618 28 |
| Less expenditure in 1872, on Carillon and Grenville Canal, as shown in | |
| Public Accounts Balance Sheet, page xx, under Miscellaneous .. | 165,257 28 |
| | 485,875 56 |
| Agreeing with Balance Sheet, Public Accounts, 1904, page 4 | \$ 6,865,965 62 |

DEPARTMENT OF RAILWAYS AND CANALS,

S. LEONARD SHANNON,

OTTAWA, October 31, 1904.

Accountant.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

ST. OURS LOCK.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|-------------|--------------------------------------|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 121,537 65 | | 1,532 75 | 753 74 |
| " since " | 1869 | | | 1,755 15 | 1,399 18 |
| " " " | 1870 | | | 1,458 09 | 1,006 22 |
| " " " | 1871 | | | 1,414 48 | 1,210 98 |
| " " " | 1872 | | | 1,565 80 | 1,263 19 |
| " " " | 1873 | | | 2,076 50 | 1,575 10 |
| " " " | 1874 | | | 2,219 13 | 2,363 42 |
| " " " | 1875 | | | 1,362 22 | 1,245 69 |
| " " " | 1876 | | | 1,403 92 | 1,601 71 |
| " " " | 1877 | | | 1,533 40 | 750 80 |
| " " " | 1878 | | | 1,556 65 | 283 77 |
| " " " | 1879 | | | 1,581 55 | 456 07 |
| " " " | 1880 | | | 1,614 01 | 705 54 |
| " " " | 1881 | | | 1,741 97 | 1,299 77 |
| " " " | 1882 | | | 2,002 71 | 1,902 41 |
| " " " | 1883 | | 17,230 32 | 2,361 65 | 2,188 08 |
| " " " | 1884 | | 5,279 17 | 2,315 37 | 1,494 99 |
| " " " | 1885 | | 4,700 64 | 2,271 57 | 3,652 63 |
| " " " | 1886 | | | 2,311 70 | 4,143 47 |
| " " " | 1887 | | | 2,175 37 | 5,864 78 |
| " " " | 1888 | | | 2,216 04 | 2,801 17 |
| " " " | 1889 | | 17,064 45 | 2,421 14 | 2,002 63 |
| " " " | 1890 | | 24,571 96 | 2,138 40 | 1,935 44 |
| " " " | 1891 | | 21,696 74 | 2,011 08 | 4,460 16 |
| " " " | 1892 | | 3,585 34 | 2,168 44 | 1,944 33 |
| " " " | 1893 | | | 2,136 66 | 1,994 34 |
| " " " | 1894 | | | 2,216 68 | 924 55 |
| " " " | 1895 | | | 2,161 63 | 915 50 |
| " " " | 1896 | | | 2,094 91 | 1,678 49 |
| " " " | 1897 | | | 2,135 60 | 707 06 |
| " " " | 1898 | | | 2,049 67 | 692 04 |
| " " " | 1899 | | | 2,244 12 | 1,494 93 |
| " " " | 1900 | | 1,596 88 | 2,181 43 | 2,681 10 |
| " " " | 1901 | | 3,610 06 | 2,128 25 | 1,681 44 |
| " " " | 1902 | | 15,549 27 | 2,262 39 | 984 36 |
| " " " | 1903 | | 9,344 89 | 2,288 63 | 1,671 83 |
| " " " | 1904 | | 7,984 41 | 2,334 67 | 1,690 61 |
| Total | | *121,537 65 | 133,114 13 | 73,443 73 | 65,421 52 |

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 21.S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

. STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

CHAMBLY CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|----------------------|--------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 634,711 76 | | 8,312 90 | 9,355 70 |
| " " since " " | 1869 | | | 8,437 22 | 13,120 97 |
| " " " " | 1870 | | | 8,934 41 | 20,180 73 |
| " " " " | 1871 | | 2,839 85 | 10,214 71 | 22,426 33 |
| " " " " | 1872 | | 1,906 40 | 9,628 50 | 22,327 99 |
| " " " " | 1873 | | 759 00 | 10,390 44 | 11,789 27 |
| " " " " | 1874 | | 2,810 00 | 11,675 67 | 16,427 19 |
| " " " " | 1875 | 2,415 00 | | 12,201 99 | 16,306 91 |
| " " " " | 1876 | | | 10,593 14 | 13,273 56 |
| " " " " | 1877 | 80 00 | | 10,281 78 | 10,111 32 |
| " " " " | 1878 | | | 10,413 99 | 6,022 96 |
| " " " " | 1879 | | | 11,301 53 | 8,809 77 |
| " " " " | 1880 | | | 11,516 22 | 12,377 74 |
| " " " " | 1881 | | | 13,950 47 | 20,705 17 |
| " " " " | 1882 | | 31,796 41 | 16,686 78 | 16,843 60 |
| " " " " | 1883 | | 21,332 36 | 15,904 38 | 15,182 24 |
| " " " " | 1884 | | 41,640 77 | 18,448 85 | 12,003 34 |
| " " " " | 1885 | | 21,049 23 | 18,378 55 | 13,046 95 |
| " " " " | 1886 | | 14,547 27 | 19,501 28 | 11,999 77 |
| " " " " | 1887 | | 17,911 17 | 19,053 62 | 20,071 37 |
| " " " " | 1888 | | 65,536 64 | 20,073 60 | 11,823 74 |
| " " " " | 1889 | | 51,437 87 | 19,679 22 | 19,392 18 |
| " " " " | 1890 | | 23,221 48 | 19,655 38 | 14,399 93 |
| " " " " | 1891 | | 43,344 41 | 19,204 76 | 11,399 93 |
| " " " " | 1892 | | 38,353 99 | 19,665 22 | 12,976 48 |
| " " " " | 1893 | | 21,127 65 | 19,310 29 | 12,451 03 |
| " " " " | 1894 | | 8,567 78 | 19,040 93 | 11,920 74 |
| " " " " | 1895 | | 6,147 63 | 19,325 49 | 11,779 12 |
| " " " " | 1896 | | 3,694 63 | 19,349 65 | 11,801 12 |
| " " " " | 1897 | | 12,665 88 | 18,754 17 | 13,128 55 |
| " " " " | 1898 | | 13,184 68 | 17,992 90 | 12,466 51 |
| " " " " | 1899 | | 15,255 42 | 18,336 50 | 11,997 51 |
| " " " " | 1900 | | 5,448 88 | 18,397 58 | 13,995 00 |
| " " " " | 1901 | | 1,195 09 | 18,529 48 | 17,572 35 |
| " " " " | 1902 | | 19,132 80 | 18,832 25 | 17,313 02 |
| " " " " | 1903 | | 8,977 43 | 19,286 10 | 21,745 65 |
| " " " " | 1904 | | 26,701 59 | 21,544 69 | 25,656 00 |
| Less proceeds of sale of piece of land..... | | 637,206 76 150 00 | | | |
| Total | | *637,056 76 | 520,586 31 | 582,804 64 | 544,201 74 |

*Chambly Canal and River Richelieu.

Chambly Canal, as above \$ 637,056 76

St. Ours Lock, see page 20..... 121,537 65

\$ 758,594 41

Less amount deducted at Confederation, see

Public Accounts, 1868, part i, page 9.

Government expenditure prior to Confederation.

Chambly Canal, as above..... \$ 634,711 76

St. Ours Lock, see page 20 121,537 65

\$ 756,249 41

Returned as an asset in Public Accounts, 1868.. 433,807 83

322,441 58

Agreeing with Public Accounts, 1904, page 4..... \$ 436,152 83

S. LEONARD SHANNON,

Accountant,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

MURRAY CANAL

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|--------------------------------------|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | | 400 00 | | |
| " since " | 1869 | | | | |
| " " " | 1870 | | | | |
| " " " | 1871 | | | | |
| " " " | 1872 | | | | |
| " " " | 1873 | | | | |
| " " " | 1874 | | | | |
| " " " | 1875 | | | | |
| " " " | 1876 | | | | |
| " " " | 1877 | | | | |
| " " " | 1878 | | | | |
| " " " | 1879 | | | | |
| " " " | 1880 | | | | |
| " " " | 1881 | | | | |
| " " " | 1882 | 7,185 63 | | | |
| " " " | 1883 | 84,071 68 | | | |
| " " " | 1884 | 118,187 43 | | | |
| " " " | 1885 | 148,902 66 | | | |
| " " " | 1886 | 179,704 52 | | | |
| " " " | 1887 | 142,563 66 | | | |
| " " " | 1888 | 146,754 37 | | | |
| " " " | 1889 | 215,326 46 | | | |
| " " " | 1890 | 106,760 35 | | 494 31 | |
| " " " | 1891 | 61,260 49 | | 5,137 03 | 173 63 |
| " " " | 1892 | 5,964 22 | | 5,803 48 | 3,505 15 |
| " " " | 1893 | 30,838 79 | | 5,499 62 | 5,341 34 |
| " " " | 1894 | | | 5,667 52 | 5,295 57 |
| " " " | 1895 | | | 5,354 97 | 5,063 49 |
| " " " | 1896 | | | 5,409 10 | 5,410 33 |
| " " " | 1897 | | | 5,526 87 | 3,966 41 |
| " " " | 1898 | | | 5,799 94 | 4,710 23 |
| " " " | 1899 | | | 5,073 70 | 3,533 68 |
| " " " | 1900 | | | 5,613 83 | 2,777 60 |
| " " " | 1901 | | | 5,175 74 | 1,138 15 |
| " " " | 1902 | | | 5,254 51 | 6,377 19 |
| " " " | 1903 | 500 00 | | 5,757 00 | 4,627 70 |
| " " " | 1904 | 750 00 | 2,521 13 | 5,291 43 | 6,075 94 |
| Total..... | | *1,248,720 26 | 2,921 13 | 76,869 05 | 57,996 31 |

*Agreeing with Public Accounts Balance Sheet, 1904, page 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.S. LEONARD SHANNON,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. —Con.

TRENT CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|--------------------------------------|-----------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 309,371 31 | | | |
| " since | 1869 | | | | |
| " | 1870 | | | | |
| " | 1871 | | | | |
| " | 1872 | | | | |
| " | 1873 | | | | |
| " | 1874 | | | | |
| " | 1875 | | | | |
| " | 1876 | | | | |
| " | 1877 | | | | |
| " | 1878 | | | | |
| " | 1879 | | | | |
| " | 1880 | 561 50 | | 1,188 92 | 3,588 89 |
| " | 1881 | | | 2,489 93 | 2,233 50 |
| " | 1882 | | 5,836 51 | 2,011 92 | 8,115 50 |
| " | 1883 | 40,767 16 | 9,303 66 | 2,236 50 | 3,047 42 |
| " | 1884 | 120,393 91 | 6,198 57 | 2,208 64 | 5,264 35 |
| " | 1885 | 121,382 84 | | 3,303 87 | 4,653 50 |
| " | 1886 | 75,103 30 | | 1,639 75 | 5,917 88 |
| " | 1887 | 179,541 63 | | 1,938 08 | 6,008 88 |
| " | 1888 | 114,879 35 | | 1,770 29 | 5,151 42 |
| " | 1889 | 47,592 13 | 29,677 92 | 5,242 05 | 5,935 94 |
| " | 1890 | 58,644 50 | 11,522 65 | 3,450 99 | 730 55 |
| " | 1891 | 9,826 49 | 3,164 81 | 3,803 66 | 4,888 98 |
| " | 1892 | 4,457 28 | 6,506 97 | 3,695 85 | 4,721 85 |
| " | 1893 | 5,962 47 | 10,838 90 | 3,739 86 | 2,087 17 |
| " | 1894 | 3,412 32 | 20,403 93 | 3,785 47 | 4,988 59 |
| " | 1895 | 53,907 70 | 21,143 41 | 4,184 18 | 3,374 49 |
| " | 1896 | 392,976 08 | 6,185 75 | 4,349 34 | 3,329 97 |
| " | 1897 | 486,575 70 | 13,880 37 | 4,965 39 | 3,497 90 |
| " | 1898 | 361,273 31 | 8,991 54 | 5,034 60 | 4,998 80 |
| " | 1899 | 166,611 49 | 6,179 79 | 5,048 72 | 6,454 49 |
| " | 1900 | 334,583 01 | 8,043 39 | 5,131 52 | 9,989 26 |
| " | 1901 | 284,563 89 | 10,494 82 | 5,254 51 | 13,075 89 |
| " | 1902 | 449,075 45 | 26,165 93 | 5,575 52 | 14,984 88 |
| " | 1903 | 523,950 74 | 18,548 58 | 6,993 25 | 10,791 15 |
| " | 1904 | 489,038 44 | 21,228 55 | 7,237 05 | 21,179 12 |
| Total | | *4,624,392 00 | 244,316 05 | 94,278 86 | 158,990 37 |

*Total expenditure on Capital Account as above \$4,624,392 00

Less—Expenditure prior to Confederation \$ 309,371 31

" Year 1880 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1904, page 4. \$4,314,459 19

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

TAY CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income | Staff. | Repairs. |
|---------------------------------------------|-------------------------|--------------|-------------------------------------|---------|----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | 1868 | ..... | ..... | ..... | ..... |
| " " " " | 1869 | ..... | ..... | ..... | ..... |
| " " " " | 1870 | ..... | ..... | ..... | ..... |
| " " " " | 1871 | ..... | ..... | ..... | ..... |
| " " " " | 1872 | ..... | ..... | ..... | ..... |
| " " " " | 1873 | ..... | ..... | ..... | ..... |
| " " " " | 1874 | ..... | ..... | ..... | ..... |
| " " " " | 1875 | ..... | ..... | ..... | ..... |
| " " " " | 1876 | ..... | ..... | ..... | ..... |
| " " " " | 1877 | ..... | ..... | ..... | ..... |
| " " " " | 1878 | ..... | ..... | ..... | ..... |
| " " " " | 1879 | ..... | ..... | ..... | ..... |
| " " " " | 1880 | ..... | ..... | ..... | ..... |
| " " " " | 1881 | ..... | ..... | ..... | ..... |
| " " " " | 1882 | ..... | 748 65 | ..... | ..... |
| " " " " | 1883 | 4,831 80 | ..... | ..... | ..... |
| " " " " | 1884 | 50,878 12 | ..... | ..... | ..... |
| " " " " | 1885 | 92,473 97 | ..... | ..... | ..... |
| " " " " | 1886 | 65,561 51 | ..... | ..... | ..... |
| " " " " | 1887 | 49,617 92 | ..... | ..... | ..... |
| " " " " | 1888 | 54,166 57 | ..... | ..... | ..... |
| " " " " | 1889 | 89,486 18 | ..... | ..... | ..... |
| " " " " | 1890 | 22,226 23 | ..... | ..... | ..... |
| " " " " | 1891 | 17,114 78 | ..... | ..... | ..... |
| " " " " | 1892 | 29,771 65 | ..... | ..... | ..... |
| " " " " | 1893 | ..... | ..... | ..... | ..... |
| " " " " | 1894 | ..... | ..... | ..... | ..... |
| " " " " | 1895 | ..... | ..... | ..... | ..... |
| " " " " | 1896 | ..... | ..... | ..... | ..... |
| " " " " | 1897 | 10,720 50 | ..... | ..... | ..... |
| " " " " | 1898 | ..... | ..... | ..... | ..... |
| " " " " | 1899 | ..... | ..... | ..... | ..... |
| " " " " | 1900 | 2,750 00 | ..... | ..... | ..... |
| " " " " | 1901 | ..... | ..... | ..... | ..... |
| " " " " | 1902 | ..... | ..... | ..... | ..... |
| " " " " | 1903 | ..... | ..... | ..... | ..... |
| " " " " | 1904 | ..... | ..... | ..... | ..... |
| Total | | † 489,599 23 | 748 65 | ..... | ..... |

* Included in Rideau Canal.

† Agreeing with Public Accounts, 1904, page 4

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

SAULT STE. MARIE CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income | Staff. | Repairs. |
|---------------------------------------------|-------------------------|---------------|-------------------------------------|------------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | 1868 | | | | |
| " " " " | 1869 | | | | |
| " " " " | 1870 | | | | |
| " " " " | 1871 | | | | |
| " " " " | 1872 | | 949 35 | | |
| " " " " | 1873 | | | | |
| " " " " | 1874 | | | | |
| " " " " | 1875 | | | | |
| " " " " | 1876 | | | | |
| " " " " | 1877 | | | | |
| " " " " | 1878 | | | | |
| " " " " | 1879 | | | | |
| " " " " | 1880 | | | | |
| " " " " | 1881 | | | | |
| " " " " | 1882 | | | | |
| " " " " | 1883 | | | | |
| " " " " | 1884 | | | | |
| " " " " | 1885 | | | | |
| " " " " | 1886 | | | | |
| " " " " | 1887 | | | | |
| " " " " | 1888 | 8,145 06 | | | |
| " " " " | 1889 | 34,018 95 | | | |
| " " " " | 1890 | 176,568 55 | | | |
| " " " " | 1891 | 325,336 33 | | | |
| " " " " | 1892 | 341,474 31 | | | |
| " " " " | 1893 | 589,801 25 | | | |
| " " " " | 1894 | 1,316,529 29 | | | |
| " " " " | 1895 | 466,151 50 | | 3,432 73 | |
| " " " " | 1896 | 189,986 59 | | 16,074 70 | 2,650 17 |
| " " " " | 1897 | 200,561 82 | | 15,381 59 | 7,671 79 |
| " " " " | 1898 | 21,004 56 | | 14,389 92 | 8,172 09 |
| " " " " | 1899 | 63,935 48 | | 13,840 24 | 6,564 40 |
| " " " " | 1900 | 27,157 98 | | 13,901 40 | 13,219 87 |
| " " " " | 1901 | 323,353 93 | 48 39 | 13,730 93 | 10,289 18 |
| " " " " | 1902 | 122,505 73 | | 15,920 80 | 14,839 71 |
| " " " " | 1903 | 65,933 43 | | 16,077 22 | 10,855 70 |
| " " " " | 1904 | 32,029 54 | | 14,653 35 | 9,491 44 |
| Total | | *4 313,494 30 | 997 74 | 137,402 88 | 83,754 35 |

Agreeing with Public Accounts, 1904, page 4.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1908

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

SOULANGES CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|-------------------------------------|------------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | | | | |
| " " since " " | 1869 | | | | |
| " " " " | 1870 | | | | |
| " " " " | 1871 | | | | |
| " " " " | 1872 | | | | |
| " " " " | 1873 | | | | |
| " " " " | 1874 | | | | |
| " " " " | 1875 | | | | |
| " " " " | 1876 | | | | |
| " " " " | 1877 | | | | |
| " " " " | 1878 | | | | |
| " " " " | 1879 | | | | |
| " " " " | 1880 | | | | |
| " " " " | 1881 | | | | |
| " " " " | 1882 | | | | |
| " " " " | 1883 | | | | |
| " " " " | 1884 | | | | |
| " " " " | 1885 | | | | |
| " " " " | 1886 | | | | |
| " " " " | 1887 | | | | |
| " " " " | 1888 | | | | |
| " " " " | 1889 | | | | |
| " " " " | 1890 | | | | |
| " " " " | 1891 | | | | |
| " " " " | 1892 | 54,235 76 | | | |
| " " " " | 1893 | 210,336 24 | | | |
| " " " " | 1894 | 723,380 95 | | | |
| " " " " | 1895 | 752,016 53 | | | |
| " " " " | 1896 | 535,939 07 | | | |
| " " " " | 1897 | 363,126 06 | | | |
| " " " " | 1898 | 1,016,401 09 | | | |
| " " " " | 1899 | 1,442,824 22 | | | |
| " " " " | 1900 | 693,806 24 | | 6,711 84 | 5,000 00 |
| " " " " | 1901 | 462,626 36 | 115 00 | 25,154 78 | 5,888 77 |
| " " " " | 1902 | 235,021 79 | | 22,672 50 | 2,267 13 |
| " " " " | 1903 | 248,929 10 | | 31,987 06 | 10,362 23 |
| " " " " | 1904 | 113,328 45 | 15,608 69 | 25,235 25 | 39,382 01 |
| Total..... | | *6,851,971 77 | 15,723 69 | 111,761 43 | 62,900 14 |

*Included in total cost of St. Lawrence River and Canals, see part ii, page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to June 30, 1904.

| Canal. | Construction. | Enlargement. | Total. |
|------------------------------------|---------------|---------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. |
| St. Peters..... | 248,762 84 | 399,784 30 | 648,547 14 |
| Lachine..... | 2,589,532 85 | 8,773,118 33 | 11,362,651 18 |
| Beauharnois..... | 1,636,690 26 | | 1,636,690 26 |
| St. Lawrence River and Canals..... | 18,442 85 | 2,940,480 27 | 2,958,923 12 |
| Lake St. Louis..... | | 298,176 11 | 298,176 11 |
| Lake St. Francis..... | | 75,906 71 | 75,906 71 |
| Cornwall..... | 1,945,624 73 | 5,131,469 40 | 7,077,094 13 |
| Williamsburg..... | | 868,981 58 | |
| { Farran's Point..... | | 5,527,586 46 | |
| { Galops..... | | 2,149,377 11 | |
| { Rapide Plat..... | | | 9,869,087 32 |
| { Williamsburg..... | 1,320,655 54 | 2,486 63 | |
| Welland..... | 7,693,824 03 | 17,496,084 28 | 25,189,908 31 |
| St. Anne's..... | 134,456 51 | 1,035,769 12 | 1,170,215 63 |
| * Carillon and Grenville..... | 63,053 64 | 4,119,039 32 | 4,182,092 96 |
| Culbute..... | 382,776 46 | | 382,776 46 |
| Rideau..... | 4,084,323 37 | | 4,084,323 37 |
| St. Ours..... | 121,537 65 | | 121,537 65 |
| Chambly..... | 637,056 76 | | 637,056 76 |
| Murray..... | 1,248,720 26 | | 1,248,720 26 |
| Trent..... | 4,624,392 00 | | 4,624,392 00 |
| Tay..... | 489,599 23 | | 489,599 23 |
| Sault Ste. Marie..... | 4,313,494 30 | | 4,313,494 30 |
| Soulanges..... | 6,851,971 77 | | 6,851,971 77 |
| Total..... | 38,404,915 05 | 48,818,249 62 | 87,223,164 67 |

* Construction by Imperial Government not included, records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS, 1903-1904.

| Balances due July 1. | Accrued during the Year ended June 30. | Totals. | | Abatement. | Paid into the Hands of the Collectors. | Balances Due June 30. | Totals. |
|----------------------|----------------------------------------|------------|-----------------------------------|------------|----------------------------------------|-----------------------|------------|
| \$ cts. | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 31,037 08 | 20,554 16 | 54,591 24 | Welland Canal..... | 55 00 | 15,500 16 | 39,036 08 | 54,591 24 |
| 1,616 84 | 1,627 00 | 3,253 84 | Williamburg Canal..... | 290 00 | 1,463 67 | 1,600 17 | 3,253 84 |
| 3,328 50 | 5,271 00 | 8,599 50 | Cornwall Canal..... | 38 63 | 5,115 00 | 3,445 87 | 8,599 50 |
| 12,213 84 | 3,718 00 | 15,931 84 | Beauharnois Canal..... | 4 50 | 3,542 50 | 12,384 84 | 15,931 84 |
| 17,283 32 | 41,280 29 | 58,563 61 | Lachine Canal..... | 556 00 | 38,131 11 | 19,876 50 | 58,563 61 |
| 652 81 | 324 00 | 976 84 | Chambly Canal..... | ..... | 301 00 | 675 84 | 976 84 |
| 3,446 51 | 3,631 35 | 7,077 86 | Rideau Canal..... | ..... | 3,318 30 | 3,759 56 | 7,077 86 |
| 307 00 | 2,611 04 | 2,918 04 | Trent Valley Canal..... | 13 55 | 1,321 54 | 1,582 95 | 2,918 04 |
| 5 00 | 495 00 | 500 00 | Sault Ste. Marie Canal..... | ..... | 490 00 | 10 00 | 500 00 |
| 10,557 00 | 5,499 00 | 16,056 00 | Carillon and Grenville Canal..... | ..... | 481 00 | 15,575 00 | 16,056 00 |
| 9 00 | 37 00 | 46 00 | Sundry canals..... | ..... | 37 00 | 9 00 | 46 00 |
| ..... | *3,000 00 | 3,000 00 | Soulanges Canal..... | ..... | 3,000 00 | ..... | 3,000 00 |
| 83,536 93 | 88,077 84 | 171,614 77 | Totals..... | 957 68 | 72,701 28 | 97,955 81 | 171,614 77 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October, 31, 1904.

S. LEONARD SHANNON,
Accountant.

4-5 EDWARD VII., A. 1905

REVENUE STATEMENT.

| CANAL REVENUE. | | | | Total Canal Revenue Accrued. | Hydraulic and Other Rents, &c. | Total. | COLLECTION DIVISIONS. | DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL. | | Total. | Cost of Staff, Repairs and Offices of Collection chargeable to Revenue. |
|----------------|-----------------------|---------|-----------------|------------------------------|--------------------------------|---------|-----------------------------|--------------------------------------------------|-----------------------------|---------|-------------------------------------------------------------------------|
| Tolls. | Wharfage and Storage. | Fines. | Other Receipts. | | | | | On Account Canal Revenue. | On Account Hydraulic Rents. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| | | | | | | | <i>Welland Canal.</i> | ..... | ..... | ..... | ..... |
| | | | | | | | Port Colborne | ..... | ..... | ..... | ..... |
| | | | | | | | Port Dalhousie | ..... | ..... | ..... | ..... |
| | | | | | | | Dunnville | ..... | ..... | ..... | ..... |
| | | | | | | | Port Maitland | ..... | ..... | ..... | ..... |
| | | | | | | | St. Catharines | ..... | ..... | ..... | ..... |
| | | | | | | | Chippawa | ..... | ..... | ..... | ..... |
| | | | | | | | Totals | ..... | ..... | ..... | ..... |
| | | | | | | | <i>St. Lawrence Canals.</i> | ..... | ..... | ..... | ..... |
| | | | | | | | Coteau Landing | ..... | ..... | ..... | ..... |
| | | | | | | | Beauharnois | ..... | ..... | ..... | ..... |
| | | | | | | | Cornwall | ..... | ..... | ..... | ..... |
| | | | | | | | Cardinal | ..... | ..... | ..... | ..... |
| | | | | | | | Lachine | ..... | ..... | ..... | ..... |
| | | | | | | | Montreal | ..... | ..... | ..... | ..... |
| | | | | | | | Kingston | ..... | ..... | ..... | ..... |
| | | | | | | | Totals | ..... | ..... | ..... | ..... |
| | | | | | | | <i>Chambly Canal.</i> | ..... | ..... | ..... | ..... |
| | | | | | | | Chambly | ..... | ..... | ..... | ..... |
| | | | | | | | St. John's | ..... | ..... | ..... | ..... |
| | | | | | | | St. Ours | ..... | ..... | ..... | ..... |
| | | | | | | | Totals | ..... | ..... | ..... | ..... |
| | | | | | | | <i>Ottawa Canals.</i> | ..... | ..... | ..... | ..... |
| | | | | | | | Ottawa | ..... | ..... | ..... | ..... |
| | | | | | | | Grenville | ..... | ..... | ..... | ..... |
| | | | | | | | Carillon | ..... | ..... | ..... | ..... |
| | | | | | | | St. Anne's Lock | ..... | ..... | ..... | ..... |
| | | | | | | | Totals | ..... | ..... | ..... | ..... |

SESSIONAL PAPER No. 20

| | | | | | | | | | |
|----------|--------|----------|-----------|-----------|----------------------------------------------|----------|-----------|-----------|------------|
| 18 84 | 211 00 | 229 84 | 3,031 06 | 3,261 79 | Rideau Canal | 229 84 | 3,031 06 | 3,261 79 | 77,024 74 |
| | 15 00 | 15 00 | 230 00 | 245 00 | Ottawa | 15 00 | 230 00 | 245 00 | 2,563 70 |
| | | | 56 35 | 56 35 | Kingston Mills | | 56 35 | 56 35 | 427 86 |
| | | | | | Smith's Falls | | | | 345 00 |
| 18 84 | 226 00 | 244 84 | 3,318 30 | 3,563 14 | Totals | 244 84 | 3,318 30 | 3,563 14 | 80,991 30 |
| | | | 32 00 | 32 00 | St. Peter's Canal | | 32 00 | 32 00 | 3,249 89 |
| | | | | | Totals | | | | 199 92 |
| | | | | | Murray Canal | | | | 3,449 31 |
| | | | | | Brighton | | | | 11,866 97 |
| | | | | | Totals | | 5 00 | 5 00 | 732 88 |
| | | | 5 00 | 5 00 | Trent Valley Canal | | | | 12,580 85 |
| | | | | | Burlington | | | | 28,416 17 |
| | 55 00 | 55 00 | | 55 00 | Bobcaygeon | 55 00 | | 55 00 | 15 00 |
| | | | | | Fenelon Falls | | | | 28 73 |
| | | | | | Hastings | | | | 15 00 |
| | | | 1,321 54 | 1,321 54 | Peterborough | | 1,321 54 | 1,321 54 | 80 45 |
| | | | | | Buckhorn | | | | |
| | 55 00 | 55 00 | 1,321 54 | 1,376 54 | Totals | 55 00 | 1,321 54 | 1,376 54 | 28,559 36 |
| | | | 490 00 | 490 00 | Sault Ste. Marie Canal | | 490 00 | 490 00 | 25,620 09 |
| 2,414 17 | 161 22 | 4,708 01 | 72,701 28 | 79,984 68 | Dredge vessels | 7,283 40 | 72,701 28 | 79,984 68 | 11,049 36 |
| | | | | | Inspection | | | | |
| | | | | | Department of Public Printing and Stationery | | | | 739 66 |
| | | | | | General | | | | 1,543 75 |
| | | | | | Grand totals | 7,283 40 | 72,701 28 | 79,984 68 | 797,382 66 |
| | | | | | Less—Refunds | 448 17 | | 448 17 | |
| | | | | | Net revenue | 6,835 23 | 72,701 28 | 79,536 51 | |

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 32 \$64,101,080 82

Less amounts transferred from Capital to Consolidated Fund as follows :—

| | Nova Scotia Ry. | European and North American Ry. | |
|------------|----------------------|------------------------------------|------------------------|
| 1868..... | \$ 16,800 99 | \$ 11,302 89 | |
| 1870..... | 34,403 45 | 1,749 21 | |
| 1871..... | 50,405 69 | ..... |  |
| 1873. | 106,899 59 | 75,311 08 | |
| | <u>\$ 208,509 72</u> | <u>\$ 88,363 18</u> | |
| | | 208,509 72 | |
| | | | 296,872 90 |
| | | | <u>\$63,804,207 92</u> |

| | |
|------------------------------------------------------|--------------|
| Cape Breton Railway, page 36..... | 3,860,679 14 |
| Oxford and New Glasgow Railway, page 37..... | 1,949,063 21 |
| Eastern Extension Railway, page 34..... | 1,324,042 81 |
| Montreal and Europe Short Line Railway, page 38..... | 333,942 72 |
| Drummond County Railway, page 42... .. | 1,464,000 00 |

Total capital cost of Intercolonial Railway system..... *\$ 72,735,935 80

*Agreeing with Public Accounts, 1903-4, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

| | Year. | Capital. | Working Expenses. | Revenue received. |
|----------------------------------------------------|-------|------------|-------------------|-------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | | |
| " " since " " | 1869 | | | |
| " " " " | 1870 | | | |
| " " " " | 1871 | | | |
| " " " " | 1872 | | | |
| " " " " | 1873 | | | |
| " " " " | 1874 | | | |
| " " " " | 1875 | | | |
| " " " " | 1876 | | | |
| " " " " | 1877 | | | |
| " " " " | 1878 | | | |
| " " " " | 1879 | | | |
| " " " " | 1880 | | | |
| " " " " | 1881 | | | |
| " " " " | 1882 | | | |
| " " " " | 1883 | | | |
| " " " " | 1884 | | | |
| " " " " | 1885 | | | |
| " " " " | 1886 | 85,610 69 | | |
| " " " " | 1887 | 2,299 62 | | |
| " " " " | 1888 | 500 17 | | |
| " " " " | 1889 | | | |
| " " " " | 1890 | | | |
| " " " " | 1891 | | | |
| " " " " | 1892 | | | |
| " " " " | 1893 | | | |
| " " " " | 1894 | | | |
| " " " " | 1895 | | | |
| " " " " | 1896 | | | |
| " " " " | 1897 | | | |
| " " " " | 1898 | | | |
| " " " " | 1899 | | | |
| " " " " | 1900 | | | |
| " " " " | 1901 | | | |
| " " " " | 1902 | | | |
| " " " " | 1903 | | | |
| " " " " | 1904 | | | |
| Total. | | *88,410 48 | | |

*56 Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000, which sum was paid in March, 1893, to the Receiver General.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

OXFORD AND NEW GLASGOW.

| | Year. | Capital. | Working Expenses. |
|----------------------------------------------------|-------|----------------|-------------------|
| | | £ cts. | £ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | 280,932 35 | |
| " " " " | 1889 | 840,553 57 | |
| " " " " | 1890 | 434,074 60 | |
| " " " " | 1891 | 220,886 39 | |
| " " " " | 1892 | 48,745 23 | |
| " " " " | 1893 | 7,922 80 | |
| " " " " | 1894 | 112,382 75 | |
| " " " " | 1895 | * | |
| " " " " | 1896 | * | |
| " " " " | 1897 | 3,565 52 | |
| " " " " | 1898 | | |
| " " " " | 1899 | | |
| " " " " | 1900 | | |
| " " " " | 1901 | | |
| " " " " | 1902 | | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| Total | | £ 1,949,063 21 | † |

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working expenses.
‡Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

| | Year. | Construction. | Working Expenses. |
|----------------------------------------------------|-------|---------------|-------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | 49,587 45 | |
| " " " " | 1886 | 136,214 38 | |
| " " " " | 1887 | 24,157 32 | |
| " " " " | 1888 | 397 35 | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | 124,568 23 | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | 17 99 | |
| " " " " | 1895 | | |
| " " " " | 1896 | | |
| " " " " | 1897 | | |
| " " " " | 1898 | | |
| " " " " | 1899 | | |
| " " " " | 1900 | | |
| " " " " | 1901 | | |
| " " " " | 1902 | | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| Total..... | | *333,942 72 | |

* Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

| | Year. | Construction. | Working Expenses. | Revenue received. |
|-----------------------------------------------------|-------|---------------|-------------------|-------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | 3,114,735 11 | | |
| " since " | 1874 | | 750 00 | |
| " " " | 1875 | 46,086 63 | 49,344 62 | 24,493 99 |
| " " " | 1876 | 42,546 10 | 219,930 43 | 118,060 96 |
| " " " | 1877 | 200,000 00 | 228,595 25 | 130,664 92 |
| " " " | 1878 | 6,551 86 | 221,599 49 | 135,899 60 |
| " " " | 1879 | 40,129 05 | 223,313 12 | 125,855 91 |
| " " " | 1880 | 16,539 82 | 164,640 55 | 113,851 11 |
| " " " | 1881 | | 203,122 88 | 131,131 43 |
| " " " | 1882 | 402 03 | 228,259 97 | 137,267 54 |
| " " " | 1883 | 57,186 02 | 252,808 41 | 146,170 42 |
| " " " | 1884 | 130,663 38 | 236,428 13 | 144,504 12 |
| " " " | 1885 | 76,956 56 | 211,207 01 | 158,588 06 |
| " " " | 1886 | 4,668 33 | 216,744 34 | 155,594 36 |
| " " " | 1887 | 5,800 00 | 204,237 45 | 155,303 37 |
| " " " | 1888 | | 229,639 95 | 158,363 62 |
| " " " | 1889 | | 247,559 44 | 171,369 56 |
| " " " | 1890 | | 266,485 85 | 180,971 78 |
| " " " | 1891 | | 257,990 08 | 174,258 05 |
| " " " | 1892 | 8,300 49 | 289,706 38 | 157,442 69 |
| " " " | 1893 | | 226,422 17 | 162,690 42 |
| " " " | 1894 | | 226,891 06 | 158,533 83 |
| " " " | 1895 | | 232,905 19 | 149,654 78 |
| " " " | 1896 | | 225,138 56 | 146,476 54 |
| " " " | 1897 | | 240,489 90 | 153,443 13 |
| " " " | 1898 | 17,541 88 | 231,418 74 | 158,950 61 |
| " " " | 1899 | 22,000 00 | 218,053 01 | 165,012 03 |
| " " " | 1900 | 53,546 02 | 220,931 81 | 174,738 73 |
| " " " | 1901 | 280,173 93 | 261,766 24 | 193,883 48 |
| " " " | 1902 | 475,997 94 | 270,159 97 | 197,999 93 |
| " " " | 1903 | 829,414 18 | 259,637 82 | 217,714 24 |
| " " " | 1904 | 698,877 47 | 335,695 44 | 234,390 03 |
| Total | | *6,128,116 80 | 6,901,873 26 | 4,613,269 24 |

* Agrees with Public Accounts Balance Sheet, 1903-1904, page 4.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

CANADIAN PACIFIC RAILWAY.

| | Year. | Construction, including Subsidy of \$25,000,000. | Working Expenses. | Revenue received. |
|-----------------------------------------------------|----------|-----------------------------------------------------------|----------------------|----------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | | | |
| " " since " | 1869 | | | |
| " " " " | 1870 | | | |
| " " " " | 1871 | 30,148 32 | | |
| " " " " | 1872 | 489,428 16 | | |
| " " " " | 1873 | 561,818 44 | | |
| " " " " | 1874 | 310,224 88 | | |
| " " " " | 1875 | 1,546,241 67 | | |
| " " " " | 1876 | 3,346,567 06 | | |
| " " " " | 1877 | 1,691,149 97 | | |
| " " " " | 1878 | 2,228,373 13 | | |
| " " " " | 1879 | 2,240,285 47 | | |
| " " " " | 1880 | 4,044,522 72 | 78,892 01 | 104,975 69 |
| " " " " | 1881 | 4,968,503 93 | 236,944 98 | 291,498 06 |
| " " " " | 1882 (1) | 4,589,075 79 | 1,786 20 | |
| " " " " | 1883 (2) | 10,033,800 04 | 266 09 | |
| " " " " | 1884 (3) | 11,192,722 02 | 327 02 | |
| " " " " | 1885 (4) | 9,900,281 53 | | |
| " " " " | 1886 (5) | 3,672,584 81 | | |
| " " " " | 1887 (6) | 915,057 49 | | |
| " " " " | 1888 | 52,098 65 | | |
| " " " " | 1889 | 86,716 07 | | |
| " " " " | 1890 | 40,980 54 | | |
| " " " " | 1891 | 37,367 00 | | |
| " " " " | 1892 | 66,211 39 | | |
| " " " " | 1893 | 413,836 49 | | |
| " " " " | 1894 | 146,539 87 | | |
| " " " " | 1895 | 49,209 77 | | |
| " " " " | 1896 | 65,669 49 | | |
| " " " " | 1897 | 14,054 50 | | |
| " " " " | 1898 | 692 17 | | |
| " " " " | 1899 | 8,418 53 | | |
| " " " " | 1900 | 236 11 | | |
| " " " " | 1901 | 8,978 87 | | |
| " " " " | 1902 | 448 70 | | |
| " " " " | 1903 | | | |
| " " " " | 1904 | 33,076 39 | | |
| Total | | *62,785,319 97 | 318,216 30 | 396,473 75 |

* Agrees with Public Accounts Balance Sheet, 1903-1904, page 8.

| | |
|---------------------|-------------------------------------|
| (1) Including | \$ 2,210,000 00 on account subsidy. |
| (2) " | 5,323,076 60 " |
| (3) " | 7,254,208 27 " |
| (4) " | 6,862,201 00 " |
| (5) " | 2,890,427 00 " |
| (6) " | 460,087 13 " |

†\$25,000,000 00

† See also Statement No. 3, page 49, for the expenditure.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

| | Year. | Capital. | Income Expenses. |
|-------------------------------------------------|-------|-------------|---------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation.. | 1868 | | |
| " since " | 1869 | | |
| " " " | 1870 | | |
| " " " | 1871 | | |
| " " " | 1872 | | |
| " " " | 1873 | | |
| " " " | 1874 | | |
| " " " | 1875 | | |
| " " " | 1876 | | |
| " " " | 1877 | | |
| " " " | 1878 | | |
| " " " | 1879 | | |
| " " " | 1880 | | |
| " " " | 1881 | | |
| " " " | 1882 | | |
| " " " | 1883 | | |
| " " " | 1884 | | |
| " " " | 1885 | | |
| " " " | 1886 | | |
| " " " | 1887 | | |
| " " " | 1888 | | |
| " " " | 1889 | 9,847 27 | |
| " " " | 1890 | 381,942 75 | |
| " " " | 1891 | 196,869 36 | |
| " " " | 1892 | 26,129 89 | |
| " " " | 1893 | 2,190 62 | |
| " " " | 1894 | 1,675 36 | |
| " " " | 1895 | 570 55 | |
| " " " | 1896 | | |
| " " " | 1897 | 41,457 29 | |
| " " " | 1898 | | |
| " " " | 1899 | | |
| " " " | 1900 | | |
| " " " | 1901 | | 8,381 82 |
| " " " | 1902 | | |
| " " " | 1903 | | |
| " " " | 1904 | | |
| Total..... | | *660,683 09 | 8,381 82 |

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway.

S. LEONARD SHANNON.

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

DRUMMOND COUNTY RAILWAY.

| | Year. | Construction. | Working Expenses. |
|----------------------------------------------------|-------|---------------|-------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | | |
| " " " " | 1895 | | |
| " " " " | 1896 | | |
| " " " " | 1897 | | |
| " " " " | 1898 | | |
| " " " " | 1899 | | |
| " " " " | 1900 | 1,459,000 00 | |
| " " " " | 1901 | | |
| " " " " | 1902 | 5,000 00 | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| Total..... | | *1,464,000 00 | |

*Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine Teslin Railway.)

| | | | | Year. | Construction. |
|------------------------------------------------|-------|---|--|-------|---------------|
| | | | | | \$ cts. |
| Government expenditure prior to Confederation. | | | | | |
| " | since | " | | 1868 | |
| " | " | " | | 1869 | |
| " | " | " | | 1870 | |
| " | " | " | | 1871 | |
| " | " | " | | 1872 | |
| " | " | " | | 1873 | |
| " | " | " | | 1874 | |
| " | " | " | | 1875 | |
| " | " | " | | 1876 | |
| " | " | " | | 1877 | |
| " | " | " | | 1878 | |
| " | " | " | | 1879 | |
| " | " | " | | 1880 | |
| " | " | " | | 1881 | |
| " | " | " | | 1882 | |
| " | " | " | | 1883 | |
| " | " | " | | 1884 | |
| " | " | " | | 1885 | |
| " | " | " | | 1886 | |
| " | " | " | | 1887 | |
| " | " | " | | 1888 | |
| " | " | " | | 1889 | |
| " | " | " | | 1890 | |
| " | " | " | | 1891 | |
| " | " | " | | 1892 | |
| " | " | " | | 1893 | |
| " | " | " | | 1894 | |
| " | " | " | | 1895 | |
| " | " | " | | 1896 | |
| " | " | " | | 1897 | |
| " | " | " | | 1898 | |
| " | " | " | | 1899 | |
| " | " | " | | 1900 | |
| " | " | " | | 1901 | |
| " | " | " | | 1902 | 283,323 55 |
| " | " | " | | 1903 | |
| " | " | " | | 1904 | |
| Total. | | | | | *283,323 55 |

* Agrees with Public Accounts Balance Sheet, 1903-1904, page 8.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Capital Account on Railways.

| Railways. | | |
|---------------------------------------------------------------------------------------------------------------|---------------|----------------|
| | \$ cts. | \$ cts. |
| Intercolonial..... | 63,804,207 92 | |
| Cape Breton..... | 3,860,879 14 | |
| Oxford and New Glasgow..... | 1,949,063 21 | |
| Eastern Extension..... | 1,324,042 81 | |
| Drummond County..... | 1,464,000 00 | |
| Montreal and European Short Line..... | 333,942 72 | |
| | | 72,735,935 80 |
| Carleton Branch..... | | 48,410 48 |
| Prince Edward Island..... | | 6,128,116 80 |
| Canadian Pacific..... | | 62,785,319 97 |
| Annapolis and Digby..... | | 660,683 09 |
| Yukon Territory Works (Stikine-Teslin Ry)..... | | 283,323 55 |
| National Transcontinental..... | | 6,249 40 |
| Total..... | | 142,648,039 09 |
| <i>Memo. re Recapitulation—Railways.</i> | | |
| Total cost as per statement above..... | | 142,648,039 09 |
| Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33..... | | 296,872 90 |
| Agreeing with total cost of construction, as per statement, page 46..... | | 142,944,911 99 |

S. LEONARD SHANNON

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

4-5 EDWARD VII., A. 1905

RECAPITULATION—RAILWAYS.

| | Year. | Construction. | Working Expenses. | Revenue. |
|-----------------------------------------------|-------|-----------------|-------------------|---------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | 13,881,460 65 | | |
| " since | 1868 | 483,353 65 | 359,961 08 | 420,752 58 |
| " " | 1869 | 282,615 18 | 387,548 47 | 455,022 76 |
| " " | 1870 | 1,729,381 49 | 445,208 75 | 471,245 09 |
| " " | 1871 | 2,946,930 45 | 442,993 31 | 565,713 52 |
| " " | 1872 | 5,620,569 67 | 595,076 22 | 622,900 56 |
| " " | 1873 | 5,763,268 81 | 1,011,892 60 | 703,458 26 |
| " " | 1874 | 3,925,123 69 | 1,847,925 24 | 893,430 17 |
| " " | 1875 | 5,018,427 85 | 1,581,934 24 | 886,087 42 |
| " " | 1876 | 4,497,434 75 | 1,497,128 22 | 966,922 42 |
| " " | 1877 | 3,209,502 16 | 1,890,268 80 | 1,285,110 27 |
| " " | 1878 | 2,643,741 73 | 2,032,873 05 | 1,514,846 38 |
| " " | 1879 | 2,507,063 71 | 2,233,496 34 | 1,419,955 60 |
| " " | 1880 | 6,109,077 14 | 1,851,489 26 | 1,739,137 25 |
| " " | 1881 | 5,577,236 73 | 2,220,421 39 | 2,200,486 25 |
| " " | 1882 | 5,175,046 61 | 2,310,638 54 | 2,237,583 39 |
| " " | 1883 | 11,707,619 02 | 2,636,551 70 | 2,541,205 41 |
| " " | 1884 | 14,013,074 89 | 2,613,508 87 | 2,551,937 97 |
| " " | 1885 | 11,224,244 54 | 2,749,710 53 | 2,624,243 07 |
| " " | 1886 | 4,443,220 17 | 2,819,973 50 | 2,628,336 35 |
| " " | 1887 | 1,846,887 18 | 3,152,650 40 | 2,840,747 88 |
| " " | 1888 | 1,765,582 11 | 3,621,076 62 | 3,166,253 22 |
| " " | 1889 | 2,709,857 37 | 3,513,063 67 | 3,167,542 67 |
| " " | 1890 | 2,392,767 99 | 3,846,044 42 | 3,203,874 11 |
| " " | 1891 | 1,184,317 34 | 3,949,263 73 | 3,181,888 56 |
| " " | 1892 | 417,425 73 | 3,748,597 77 | 3,136,393 51 |
| " " | 1893 | 712,917 44 | 3,288,629 62 | 3,262,505 62 |
| " " | 1894 | 585,749 01 | 3,226,208 13 | 3,179,019 57 |
| " " | 1895 | 376,814 83 | 3,197,846 17 | 3,129,450 37 |
| " " | 1896 | 324,774 72 | 3,254,442 64 | 3,140,678 47 |
| " " | 1897 | 204,624 31 | 3,195,959 58 | 3,060,074 38 |
| " " | 1898 | 270,990 85 | 3,507,248 88 | 3,313,847 10 |
| " " | 1899 | 1,112,348 47 | 3,696,612 31 | 3,940,570 11 |
| " " | 1900 | 3,309,130 42 | 4,665,228 06 | 4,774,161 87 |
| " " | 1901 | 3,922,989 37 | 5,739,051 54 | 5,213,381 24 |
| " " | 1902 | 5,386,611 24 | 5,861,099 54 | 5,918,990 43 |
| " " | 1903 | 3,083,680 86 | 6,474,134 20 | 6,584,598 77 |
| " " | 1904 | 2,619,059 86 | 7,599,958 57 | 6,627,255 51 |
| Total | | *142,984,911 99 | 107,065,715 96 | 97,569,608 11 |

*Total amount paid on construction.....\$142,984,911 99

Less amount received from the City of St. John, N.B., as purchase of the Carleton
Branch Railway.....40,000 00

Total cost of construction.....†\$142,944,911 99

†Agreeing with amount expended on capital, see page 45.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904,

SESSIONAL PAPER No. 20

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of
Railways and Canals.

| Year ending June 30. | CHARGEABLE TO INCOME. | | | CHARGEABLE TO REVENUE. | | | Total, Yearly Expenditure |
|-------------------------|-----------------------|------------|------------|------------------------|-----------|-----------|---------------------------------|
| | Canals. | Railways. | General. | Canals. | Railways. | General. | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1868 | | | 6,305 66 | 12,000 00 | | 2,416 66 | 20,722 32 |
| 1869 | | | 8,367 52 | 12,000 00 | | 1,000 00 | 21,367 52 |
| 1870 | | | 7,853 03 | 18,698 89 | | 7,679 78 | 34,231 70 |
| 1871 | | | 34,773 72 | 12,018 98 | | | 46,792 70 |
| 1872 | | | 20,049 60 | 12,208 76 | | | 32,258 26 |
| 1873 | | | 36,891 74 | 12,099 44 | | 6,889 20 | 55,880 38 |
| 1874 | | | 40,098 84 | 12,059 25 | | 5,428 98 | 58,487 07 |
| 1875 | | | 35,579 24 | 12,047 43 | | 5,620 17 | 53,246 84 |
| 1876 | | | 42,920 10 | 86 08 | | 5,690 28 | 48,696 46 |
| 1877 | | | | 51 87 | 43,639 97 | | 43,691 84 |
| 1878 | 1,860 00 | | | 556 00 | | 34,388 59 | 36,804 59 |
| 1879 | | | | | | | |
| 1880 | 2,561 65 | | | 323 16 | | | 2,884 71 |
| 1881 | 2,338 41 | | | 5,535 22 | | | 7,873 63 |
| 1882 | | | | 9,826 23 | | | 9,826 23 |
| 1883 | 11,781 27 | | | 6,978 54 | | | 18,759 81 |
| 1884 | 7,486 62 | 62,256 58 | | 8,305 41 | | | 78,048 61 |
| 1885 | 16,725 47 | 11,003 38 | | 1,210 61 | | | 28,939 46 |
| 1886 | 20,323 62 | 10,383 59 | | 776 30 | | | 31,483 51 |
| 1887 | 20,873 21 | 23,545 34 | | 649 04 | | | 45,067 59 |
| 1888 | 34,533 07 | 22,898 90 | | 5,799 83 | | | 63,231 80 |
| 1889 | 10,091 87 | 16,552 64 | | 5,207 64 | | | 31,852 15 |
| 1890 | 16,426 69 | 50,909 74 | | 49,550 21 | | | 116,886 64 |
| 1891 | 16,925 31 | 16,314 41 | | 56,922 05 | | | 90,161 77 |
| 1892 | 6,540 49 | 19,062 51 | | 65,074 07 | | | 90,677 07 |
| 1893 | 8,498 41 | 4,313 73 | 28,640 93 | 63,965 54 | | | 106,418 61 |
| 1894 | 4,178 85 | 4,855 11 | 15,746 31 | 60,265 22 | | | 85,045 49 |
| 1895 | 10,695 48 | 13,221 27 | 19,304 87 | 60,769 56 | | | 103,991 18 |
| 1896 | 10,893 40 | 6,562 20 | 25,194 21 | 70,340 22 | | | 112,990 03 |
| 1897 | 2,937 47 | 5,118 99 | 25,142 90 | 62,777 12 | | 597 39 | 96,573 87 |
| 1898 | 1,719 69 | 8,327 96 | 28,042 10 | 56,284 42 | 1,400 00 | | 95,774 17 |
| 1899 | 1,318 79 | 67,005 86 | 22,085 19 | 66,850 29 | | | 157,260 13 |
| 1900 | 11,873 35 | 33,496 99 | 22,802 18 | 58,836 57 | | | 127,009 09 |
| 1901 | 12,267 99 | 28,658 78 | 33,986 68 | 61,938 61 | | | 136,852 06 |
| 1902 | 3,658 23 | 21,752 58 | 34,138 50 | 65,770 65 | | | 125,319 96 |
| 1903 | 2,491 84 | 15,570 43 | 35,398 00 | 63,175 19 | | | 116,635 46 |
| 1904 | 3,730 79 | 85,353 17 | 36,262 32 | 66,067 30 | | | 191,413 58 |
| | 242,731 87 | 527,164 16 | 559,583 54 | 1,077,925 70 | 45,039 97 | 69,711 05 | 2,522,156 29 |

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, October 31, 1904.

4-5 EDWARD VII.; A. 1905

RECAPITULATION—RAILWAYS AND CANALS, TO JUNE 30, 1904.

OF T1.

| EXPENDITURE. | | |
|----------------------------------------------------------------|----------------|----------------|
| <i>Chargeable to Capital Account—</i> | | |
| Railways, <i>see</i> Statement page 45..... | \$ | 142,648,039 09 |
| Canals " " 28 | | 87,223,164 67 |
| | \$ | 229,871,203 1 |
| <i>Chargeable to Consolidated Fund—</i> | | |
| * Railway Subsidies as per Statement No. 3, page 49..... | \$ | 31,341,931 16 |
| <i>Income Account—</i> | | |
| Intercolonial Railway, <i>see</i> page 32..... | \$ | 280,000 00 |
| Add transferred from Capital " 33..... | | 296,872 90 |
| Railways " 47 | | 527,164 16 |
| Canals " 28..... | | 3,661,085 64 |
| " " 47..... | | 242,731 87 |
| General, Railways and Canals " 47..... | | 559,583 54 |
| | | 5,567,438 11 |
| <i>Revenue Account—</i> | | |
| Canals—Operating and maintaining Staff, <i>see</i> page 28. \$ | 9,022,018 85 | |
| Canals—Repairs, <i>see</i> page 28 | 7,086,627 87 | |
| " " 47..... | 1,077,925 70 | |
| Railways—Working Expenses, <i>see</i> page 46..... | 107,065,715 96 | |
| " " 47..... | 45,039 97 | |
| General—Railways and Canals " 47 | 69,711 05 | |
| | 124,367,039 40 | |
| | | 161,276,408 4 |
| Total expenditure on Railways and Canals..... | \$ | 391,147,612 4 |

EXPENDITURE AS ABOVE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

| RAILWAYS. | | |
|-----------------------------------------------------------------------------------------------------|---------------|----------------|
| Capital Account..... | \$ | 142,648,039 09 |
| Consolidated Fund..... | | 139,566,724 15 |
| | \$ | 282,204,763 24 |
| CANALS. | | |
| Capital Account..... | \$ | 87,223,164 67 |
| Consolidated Fund..... | | 21,090,389 93 |
| | | 108,313,554 60 |
| GENERAL, COMMON TO BOTH. | | |
| Consolidated Fund..... | | 629,294 50 |
| Total expenditure on Railways and Canals..... | \$ | 391,147,612 43 |
| REVENUE. | | |
| Railways—Revenue received from July 1, 1867, to June 30, 1903, (for details <i>see</i> page 46). \$ | 97,569,608 11 | |
| Canals " " " " " 28). \$ | 13,327,506 35 | |
| Total Revenue, Railways and Canals.. | \$ | 110,897,114 46 |

* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 granted by 47 Vic., ch. 8 (1884) for the line between Ottawa and Quebec, which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, *see* Public Accounts, 1898-99, page x.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1904.

OF THE ACC

No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

| Number. | Name of Railway. | No. of miles built up to June 30, 1904. | No. of miles paid and pro- vided for. | Subsidy paid and available at June 30, 1904. | | Subsidy paid to June 30, 1904. | | Subsidy paid to September 30, 1904. | |
|----------------------|----------------------------------------------------------|--------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------|------|--------------------------------------|------|----------------------------------------------|------|
| | | | | \$ | cts. | \$ | cts. | \$ | cts. |
| 1 | Albert Southern | 16 | 16 | 50,460 | 00 | 50,460 | 00 | 50,460 | 00 |
| 2 | +Atlantic and Lake Superior..... | 30 | 30 | 165,734 | 00 | 104,153 | 98 | 104,153 | 98 |
| 3 | +Algoma Central and Hudson Bay... | 77 | 91 | 748,800 | 00 | 583,536 | 00 | 583,536 | 00 |
| 4 | Baie des Chaleurs | 70 | 70 | 620,000 | 00 | 620,000 | 00 | 620,000 | 00 |
| 5 | Baie of Quinté..... | 15 | 35 | 112,000 | 00 | 69,120 | 00 | 69,120 | 00 |
| 6 | Beauharnois Junction..... | 19 50 | 19 50 | 62,400 | 00 | 62,400 | 00 | 62,400 | 00 |
| 7 | Belleville and North Hastings..... | 6 84 | 6 84 | 21,888 | 00 | 21,888 | 00 | 21,888 | 00 |
| 8 | Brantford, Waterloo and Lake Erie.. | 18 | 18 | 57,600 | 00 | 57,600 | 00 | 57,600 | 00 |
| 9 | Brockville, Westport and Sault Ste. Marie..... | 44 50 | 44 50 | 105,200 | 00 | 105,200 | 00 | 105,200 | 00 |
| 10 | Bruce Mines and Algoma..... | 9 | 9 | 28,800 | 00 | 28,800 | 00 | 28,800 | 00 |
| 11 | Buetouche and Moncton..... | 31 75 | 31 75 | 101,600 | 00 | 101,600 | 00 | 101,600 | 00 |
| 12 | Canada Atlantic..... | 54 05 | 54 05 | 282,355 | 20 | 232,355 | 20 | 282,355 | 20 |
| 13 | Canada Central..... | 120 | 120 | 1,525,250 | 00 | 1,525,250 | 00 | 1,525,250 | 00 |
| 14 | +Canada Eastern..... | 107 | 107 | 350,400 | 00 | 350,400 | 00 | 350,400 | 00 |
| 15 | +Canadian Pacific..... | 1,905 | 1,905 | 25,000,000 | 00 | 25,000,000 | 00 | 25,000,000 | 00 |
| 16 | " (extension)*..... | 676 | 695 83 | 5,815,696 | 00 | 5,753,493 | 85 | 5,753,493 | 85 |
| 17 | +Cape Breton extension..... | 30 | 30 | 191,595 | 00 | 182,400 | 00 | 182,400 | 00 |
| 18 | Caraguet..... | 67 | 67 | 224,000 | 00 | 224,000 | 00 | 224,000 | 00 |
| 19 | Central (of New Brunswick)..... | 45 66 | 89 50 | 238,400 | 00 | 142,400 | 00 | 142,400 | 00 |
| 20 | Cornwallis Valley..... | 14 | 14 | 44,800 | 00 | 44,800 | 00 | 44,800 | 00 |
| 21 | Columbia and Kootenay..... | 27 75 | 27 75 | 88,800 | 00 | 88,800 | 00 | 88,800 | 00 |
| 22 | +Canadian Northern..... | 490 | 490 | 2,048,000 | 00 | 1,909,132 | 00 | 1,909,132 | 00 |
| 23 | Chateauguay and Northern..... | 36 04 | 58 | 265,744 | 00 | 191,595 | 00 | 191,595 | 00 |
| 24 | Cap de la Madeleine..... | 2 32 | 2 32 | 7,424 | 00 | 7,424 | 00 | 7,424 | 00 |
| 25 | +Coast of Nova Scotia (now Halifax and Yarmouth)..... | 50 | 61 | 160,000 | 00 | 160,000 | 00 | 160,000 | 00 |
| 26 | +Central Ontario..... | 21 | 21 | 67,200 | 00 | 67,200 | 00 | 67,200 | 00 |
| 27 | Cumberland..... | 14 | 14 | 39,850 | 00 | 39,850 | 00 | 39,850 | 00 |
| 28 | Dominion Lime Co..... | 4 80 | 4 80 | 15,360 | 00 | 15,360 | 00 | 15,360 | 00 |
| 29 | Dominion Coal Co..... | 27 44 | 27 44 | 87,808 | 00 | 87,808 | 00 | 87,808 | 00 |
| 30 | +Drummond Counties..... | 133 00 | 135 60 | 423,936 | 00 | 423,936 | 00 | 423,936 | 00 |
| 31 | +East Richelieu Valley..... | 21 86 | 21 86 | 69,952 | 00 | 69,952 | 00 | 69,952 | 00 |
| 32 | Elgin, Petitoctiac and Havelock..... | 12 | 12 | 38,400 | 00 | 38,400 | 00 | 38,400 | 00 |
| 33 | Erie and Huron..... | 30 | 30 | 96,000 | 00 | 96,000 | 00 | 96,000 | 00 |
| 34 | Esquimalt and Nanaimo..... | 71 | 71 | 750,000 | 00 | 750,000 | 00 | 750,000 | 00 |
| 35 | Fredericton and St. Mary's Bridge Co..... | 1 33 | 1 33 | 30,000 | 00 | 30,000 | 00 | 30,000 | 00 |
| 36 | Grand Trunk, Georgian Bay and Lake Erie..... | 12 42 | 12 42 | 39,744 | 00 | 39,744 | 00 | 39,744 | 00 |
| 37 | Grand Trunk..... | Bridge. | Bridge. | 500,000 | 00 | 500,000 | 00 | 500,000 | 00 |
| 38 | Great Eastern..... | 12 50 | 12 50 | 40,345 | 00 | 40,345 | 00 | 40,345 | 00 |
| 39 | +Great Northern..... | 140 42 | 143 59 | 557,788 | 31 | 557,788 | 31 | 557,788 | 31 |
| 40 | Guelph Junction..... | 15 25 | 15 25 | 46,000 | 00 | 46,000 | 00 | 46,000 | 00 |
| 41 | +Gulf Shore..... | 16 78 | 16 78 | 53,699 | 20 | 53,699 | 20 | 53,699 | 20 |
| Carried forward..... | | 4,496 21 | 4,632 61 | 41,173,028 | 71 | 40,522,890 | 54 | 40,522,890 | 54 |

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—Continued.

| Number. | Name of Railway. | No. of miles built up to June 30, 1904. | No. of miles paid and provided for. | Subsidy paid and available at June 30, 1904. | | Subsidy paid to June 30, 1904. | | Subsidy paid to September 30, 1904. | |
|---------|-----------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------|-------------------------------------------------------|------|--------------------------------------|------|----------------------------------------------|------|
| | | | | \$ | cts. | \$ | cts. | \$ | cts. |
| | Brought forward..... | 4,496·21 | 4,682·61 | 41,173,028 | 71 | 40,522,890 | 54 | 40,522,890 | 54 |
| 42 | Halifax and South Western..... | 50 | 231 | 739,200 | 00 | 185,422 | 00 | 185,422 | 00 |
| 43 | Harvey Branch..... | 3 | 3 | 5,553 | 57 | 5,553 | 57 | 5,553 | 57 |
| 44 | Hereford..... | 48·50 | 48·50 | 155,200 | 00 | 155,200 | 00 | 155,200 | 00 |
| 45 | Irondale, Bancroft & Ottawa..... | 45 | 45 | 144,000 | 00 | 144,000 | 00 | 144,000 | 00 |
| 46 | International (Quebec)..... | 49 | 49 | 156,800 | 00 | 156,800 | 00 | 156,800 | 00 |
| 47 | International (N.B.), formerly Res- tigouche and Western..... | 15 | 20 | 100,180 | 00 | 77,138 | 00 | 77,138 | 00 |
| 48 | +Inverness Ry. & Coal Co..... | 60·97 | 98 | 390,208 | 00 | 368,545 | 97 | 368,545 | 97 |
| 49 | Joggins..... | 12 | 12 | 37,500 | 00 | 37,500 | 00 | 37,500 | 00 |
| 50 | Kingston and Pembroke..... | 15 | 15 | 48,000 | 00 | 48,000 | 00 | 48,000 | 00 |
| 51 | Kingston, Napanee and Western..... | 61·35 | 61·35 | 208,732 | 80 | 208,732 | 80 | 208,732 | 80 |
| 52 | L'Assomption..... | 3·50 | 3·50 | 11,200 | 00 | 11,200 | 00 | 11,200 | 00 |
| 53 | +Lake Erie and Detroit River..... | 126·90 | 128·05 | 475,851 | 00 | 475,851 | 00 | 475,851 | 00 |
| 54 | Lake Temiscamingue Colonization..... | 45·84 | 45·84 | 310,335 | 95 | 310,335 | 95 | 310,335 | 95 |
| 55 | Leamington and Lake St. Clair..... | 16 | 16 | 51,200 | 00 | 51,200 | 00 | 51,200 | 00 |
| 56 | Lindsay, Bobcaygeon and Pontypool..... | 38·70 | 38·70 | 123,840 | 00 | 123,840 | 00 | 123,840 | 00 |
| 57 | Lotbiniere and Megantic..... | 30 | 30 | 96,000 | 00 | 96,000 | 00 | 96,000 | 00 |
| 58 | Manitoulin and North Shore..... | 12·60 | 12·60 | 204,800 | 00 | 32,000 | 00 | 32,000 | 00 |
| 59 | Montreal & Sorel (now South Shore)..... | 61·50 | 126·67 | 517,541 | 92 | 293,541 | 92 | 293,541 | 92 |
| 60 | Montreal and Lake Champlain..... | 83 | 83 | 103,600 | 00 | 103,600 | 00 | 103,600 | 00 |
| 61 | Montreal and Western..... | 70 | 70 | 361,270 | 00 | 361,270 | 00 | 361,270 | 00 |
| 62 | Montreal and Lake Maskinonge..... | 12·90 | 12·90 | 41,280 | 00 | 41,280 | 00 | 41,280 | 00 |
| 63 | Montreal and Ottawa..... | 60 | 60 | 192,000 | 00 | 192,000 | 00 | 192,000 | 00 |
| 64 | +Montreal and Province Line..... | 18·3 | 18·3 | 58,560 | 00 | 58,560 | 00 | 58,560 | 00 |
| 65 | Montfort Colonization..... | 32·20 | 32·20 | 167,440 | 00 | 167,440 | 00 | 167,440 | 00 |
| 66 | Maganetawan River..... | 1·11 | 1·11 | 3,552 | 00 | 3,552 | 00 | 3,552 | 00 |
| 67 | +Massawippi Valley..... | 1·68 | 1·68 | 5,376 | 00 | 5,376 | 00 | 5,376 | 00 |
| 68 | +Midland (Nova Scotia)..... | 57·18 | 58 | 365,418 | 00 | 362,200 | 30 | 362,200 | 30 |
| 69 | Nakusp and Slocan..... | 36·80 | 36·80 | 117,760 | 00 | 117,760 | 00 | 117,760 | 00 |
| 70 | New Brunswick and P. E. Island..... | 35·45 | 35·45 | 113,440 | 00 | 113,440 | 00 | 113,440 | 00 |
| 71 | New Brunswick Coal and Ry..... | 15 | 45 | 144,000 | 00 | 48,000 | 00 | 48,000 | 00 |
| 72 | New Glasgow Iron and Coal Co..... | 12·45 | 12·45 | 39,840 | 00 | 39,840 | 00 | 39,840 | 00 |
| 73 | Northern Colonization..... | 20·90 | 22 | 80,000 | 00 | 58,384 | 00 | 58,384 | 00 |
| 74 | Northern Pacific Junction..... | 110 | 110 | 1,320,000 | 00 | 1,320,000 | 00 | 1,320,000 | 00 |
| 75 | Nova Scotia Central..... | 73·50 | 73·50 | 235,200 | 00 | 235,200 | 00 | 235,200 | 00 |
| 76 | Ontario, Belmont and Northern..... | 9·60 | 9·60 | 30,720 | 00 | 30,720 | 00 | 30,720 | 00 |
| 77 | Ontario and Quebec..... | 61·25 | 61·25 | 196,000 | 00 | 196,000 | 00 | 196,000 | 00 |
| 78 | Orford Mountain..... | 26·50 | 26·50 | 84,800 | 00 | 84,800 | 00 | 84,800 | 00 |
| 79 | Oshawa Railway and Navigation Co..... | 7 | 7 | 22,400 | 00 | 22,400 | 00 | 22,400 | 00 |
| 80 | +Ottawa, Northern and Western (for- merly Ottawa & Gatineau Valley)..... | 82·28 | 86 | 410,688 | 00 | 410,688 | 00 | 410,688 | 00 |
| 81 | +Ottawa and New York..... | 53·87 | 53·87 | 262,384 | 00 | 262,384 | 00 | 262,384 | 00 |
| 82 | +Ottawa, Arnprior and Parry Sound..... | 159·58 | 159·58 | 779,712 | 00 | 779,712 | 00 | 779,712 | 00 |
| 83 | Parry Sound Colonization..... | 47·75 | 47·75 | 152,800 | 00 | 152,800 | 00 | 152,800 | 00 |
| 84 | Pontiac and Pacific Junction..... | 70 | 70 | 193,578 | 00 | 193,578 | 00 | 193,578 | 00 |
| 85 | +Phillipsburg Junction..... | 7·41 | 7·41 | 23,712 | 00 | 23,712 | 00 | 23,712 | 00 |
| 86 | Pontiac and Renfrew..... | 4·25 | 4·25 | 13,600 | 00 | 13,600 | 00 | 13,600 | 00 |
| 87 | Pontiac and Pacific and Ottawa and Gatineau..... | Bridge. | Bridge. | 212,500 | 00 | 212,500 | 00 | 212,500 | 00 |
| 88 | +Pembroke Southern..... | 20 | 20 | 64,000 | 00 | 64,000 | 00 | 64,000 | 00 |
| 89 | Port Arthur, Duluth and Renfrew..... | 84·75 | 84·75 | 271,200 | 00 | 271,200 | 00 | 271,200 | 00 |
| 90 | Quebec Central..... | 74·86 | 74·86 | 348,342 | 00 | 348,342 | 00 | 348,342 | 00 |
| 91 | Quebec Bridge Co..... | Bridge. | Bridge. | 374,353 | 33 | 374,353 | 33 | 374,353 | 33 |
| 92 | Quebec and Lake St. John..... | 245·85 | 245·85 | 1,006,743 | 50 | 1,006,743 | 50 | 1,006,743 | 50 |
| 93 | Quebec, Montmorency & Charlevoix..... | 30 | 30 | 96,000 | 00 | 96,000 | 00 | 96,000 | 00 |
| 94 | Shuswap and Okanagan..... | 51 | 51 | 163,200 | 00 | 163,200 | 00 | 163,200 | 00 |
| 95 | South Norfolk..... | 17 | 17 | 54,400 | 00 | 54,400 | 00 | 54,400 | 00 |
| 96 | St. Catharines and Niagara Central..... | 12 | 12 | 38,400 | 00 | 38,400 | 00 | 38,400 | 00 |
| | Carried forward..... | 6,896·49 | 7,357·88 | 53,097,440 | 78 | 51,207,346 | 88 | 51,331,186 | 88 |

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

| Number. | Name of Railway. | No. of miles built up to June 30, 1904. | No. of miles paid and provided for. | Subsidy paid and available at June 30, 1904. | Subsidy paid to June 30, 1904. | Subsidy paid to September 30, 1904. |
|---------|-----------------------------------------|-----------------------------------------|-------------------------------------|----------------------------------------------|--------------------------------|-------------------------------------|
| | | | | \$ cts. | \$ cts. | \$ cts. |
| | Brought forward..... | 6,896.49 | 7,357.88 | 53,097,440 78 | 51,207,346 88 | 51,331,186 88 |
| 97 | St. Clair Frontier Tunnel..... | 2.23 | 2.23 | 375,000 00 | 375,000 00 | 375,000 00 |
| 98 | St. Lawrence and Lower Laurentian..... | 38.85 | 38.85 | 217,600 00 | 217,600 00 | 217,600 00 |
| 99 | St. Louis, Richibucto & Buctouche .. | 7 | 7 | 22,400 00 | 22,400 00 | 22,400 00 |
| 100 | †St. Lawrence and Adirondack | 33.51 | 33.51 | 149,481 60 | 149,481 60 | 149,481 60 |
| 101 | †St. Mary River | 44 | 46 | 126,200 00 | 115,960 00 | 115,960 00 |
| 102 | St. Stephen and Milltown..... | 4.64 | 4.64 | 14,848 00 | 14,848 00 | 14,848 00 |
| 103 | Schoenberg and Aurora..... | 14.42 | 14.42 | 46,144 00 | 46,144 00 | 46,144 00 |
| 104 | Temiscouata..... | 112.95 | 112.95 | 645,960 00 | 645,960 00 | 645,960 00 |
| 105 | †Thousand Islands | 5.19 | 5.19 | 29,840 00 | 29,840 00 | 29,840 00 |
| 106 | †Tilsonburg, Lake Erie and Pacific..... | 33.96 | 47.50 | 117,431 48 | 117,431 48 | 117,431 48 |
| 107 | Tobique Valley..... | 27.88 | 27.88 | 134,016 00 | 134,016 00 | 134,016 00 |
| 108 | Toronto, Grey and Bruce..... | 4.58 | 4.58 | 14,656 00 | 14,656 00 | 14,656 00 |
| 109 | †United Counties..... | 59 | 59 | 188,816 00 | 188,816 00 | 188,816 00 |
| 110 | Waterloo Junction..... | 10.25 | 10.25 | 32,800 00 | 32,800 00 | 32,800 00 |
| 111 | Western Counties..... | 20 | 20 | 500,000 00 | 500,000 00 | 500,000 00 |
| 112 | West Ontario Pacific..... | 18.75 | 18.75 | 60,000 00 | 60,000 00 | 60,000 00 |
| 113 | †York and Carleton..... | 5.73 | 5.73 | 18,336 00 | 18,336 00 | 18,336 00 |
| | Total..... | 7,339.43 | 7,816.36 | 55,790,959 86 | 53,890,625 96 | 54,014,465 96 |

† Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-Western, \$2,799,000, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$500,000, which will then agree with statement of subsidies in part ii, page 48 viz., \$31,341,931.16.

* Includes the mileage of the North Shore Railway, 160 miles.

† By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, a subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament, given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

| No. | Name of Railway. | Miles Subsidized. | Amount of Instalment. | Amount paid up to June 30, 1904. |
|-----|---------------------------------------------------------|-------------------|-----------------------------------|----------------------------------|
| | | | | \$ cts. |
| 1 | International (Atlantic and North-west Railway Co | 252 | \$93,300 per ½ year for 20 years. | 2,799,000. |
| 2 | Kingston, Smith's Falls and Ottawa Railway Co | 56 | \$ 3,136 " 21 " | Nil. |
| | Total..... | 308 | | 2,799,000. |

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STATEMENT showing Railways aided by the Grant of Loans.

| No. | Name of Railway | Amount of Loans authorized. | Amount loaned. |
|-----|------------------------------------------------|-----------------------------|----------------|
| | | \$ | \$ cts. |
| 1 | Albert Railway Co. | 15,000 | 14,725 56 |
| 2 | Fredericton and St. Mary's Bridge Co. | 300,000 | 300,000 00 |
| 3 | St. John Bridge and Railway Extension Co. | 500,000 | 433,900 00 |
| | Total | 815,000 | 748,625 56 |

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

| No. | Name of Railway. | Tons of used Rails. | Subsidy on value of Rails. | Subsidy on used Rails paid. |
|-----|---------------------------------------------|---------------------|----------------------------|-----------------------------|
| | | | \$ cts. | \$ cts. |
| 1 | Central Railway Co. of New Brunswick | 4,052 | 83,612 54 | 83,612 54 |
| 2 | Elgin, Petitediac and Havelock Ry. Co. | 2,201 | 44,252 82 | 44,252 82 |
| 3 | Chatham Branch Railway Co. | 958 | 24,439 84 | 24,439 84 |
| | Total | 7,211 | 152,305 20 | 152,305 20 |

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

| No. | Name of Railway. | Tons of used Rails. | Value of used Rails loaned | Remarks. |
|-----|--------------------------------|---------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | \$ cts. | |
| 1 | Kent Northern Railway Co. | 2,549 | 58,334 27 | By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer.) |
| 2 | Halifax Cotton Co. | 233 | 4,335 00 | |
| 3 | Steel Company of Canada | 597 | 11,964 66 | |
| 4 | Albert Railway Company. | 726 | 14,665 45 | |
| | Total | 4,105 | 89,299 38 | |

No. 2

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Deputy Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely :—

By the Acts of 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*) :—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole \$660,000
2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 384,000
3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 240,000
4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 224,000

"The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine."

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*) :—

5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years \$150,000

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*) :—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapédia, on the Intercolonial Railway, to Paspébiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 320,000

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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$115,200 |
| 8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 160,000 |
| 9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 156,800 |
| 11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 102,400 |
| 12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 160,000 |
| 13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |
| 14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen. | |
| 15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... | 660,000 |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen. | |

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

18. To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
19. And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole..... 1,440,000
20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200
23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000
26. To the Gatineau Railway Company, for a line of railway from Kazabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400

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| | | |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 28. | To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$160,000 |
| 29. | To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883)..... | 128,000 |
| 30. | To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 31. | To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 262,400 |
| 32. | To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 33. | To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 34. | For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole..... | 200,000 |
| 35. | For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 36. | For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 37. | For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 38. | For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 217,600 |
| 39. | For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 40. | For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 |
| 41. | To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 42. | For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspébiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole..... | 300,000 |
| 43. | For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole..... | 140,000 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

"Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the "Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 96,000
50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

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| 51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole | \$30,000 |
| 52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 92,000 |
| 53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 64,000 |
| 54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole | 10,500 |
| 55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 25,600 |
| 56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 44,800 |
| 57. To the Napanee, Tamworth and Québec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of | 70,000 |
| 58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of | 320,000 |
| 59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of | 217,600 |
| 60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 96,000 |
| 61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 140,800 |

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

62. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
63. For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax, via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
64. The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

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the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

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| 65. For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 |
| 66. For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 67. To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 32,000 |
| 68. To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 69. To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 118,400 |
| 70. To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 179,200 |
| 71. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 |
| 72. For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 73. For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 108,800 |
| 74. For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 75. For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 16,000 |

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| 76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 38,400 |
| 77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 11,200 |
| 78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole | 361,270 |
| 79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 156,800 |
| 82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile)..... | 186,295 |
| 83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... | 6,000 |
| 85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |
| 90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |

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- 91.** For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$19,200
- 92.** For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 70,400
- 93.** To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole. 11,900
- 94.** To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of. 70,000
- 95.** To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of. 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

- 96.** To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$ 38,400
- 97.** To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 96,000
- 98.** To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 16,000

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| 99. To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 100. To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 4,000 |
| 101. To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 6,400 |
| 102. To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 103. To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 |
| 104. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagersville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 105. To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 106. To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 12,800 |
| 108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 110. To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... | 20,000 |
| 111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |

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- 91.** For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$19,200
- 92.** For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 70,400
- 93.** To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole. 11,900
- 94.** To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of. 70,000
- 95.** To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of. 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

- 96.** To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$ 38,400
- 97.** To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 96,000
- 98.** To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 16,000

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| 99. | To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 100. | To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 4,000 |
| 101. | To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 6,400 |
| 102. | To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 103. | To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 |
| 104. | To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagersville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 105. | To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 106. | To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 107. | To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 12,800 |
| 108. | To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 109. | To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 110. | To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... | 20,000 |
| 111. | For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 112. | To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 113. | To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |

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| 114. To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$96,000 |
| 115. To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 116. To the Caraqueet Railway Company, for seven miles of their railway from Lower Caraqueet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.. | 32,000 |
| 117. To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of..... | 217,600 |
| 118. To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 119. To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... | 12,400 |
| 120. To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 121. To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 17,600 |
| 122. To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 33,600 |
| 123. To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 6,400 |
| 124. To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |

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| 125. To the Montreal and Champlain Junction Railway Company, a subsidy of..... | \$ 64,000 |
| 126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 28,800 |
| 127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 96,000 |
| 128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 41,600 |
| 129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 108,800 |
| 130. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... | 89,600 |
| 131. For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 64,000 |
| 132. For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... | 180,000 |
| 133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... | 118,400 |

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

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St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

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| 134. | To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 70,400 00 |
| 135. | To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 147,200 00 |
| 136. | To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 00 |
| 137. | To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... | 32,000 00 |
| 138. | To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... | 41,100 00 |
| 139. | To the Port Arthur, Duluth and Western Railway Company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 271,200 00 |
| 140. | To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |

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| 141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... | \$100,000 00 |
| 142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of | 288,000 00 |
| 143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... | 83,612 54 |
| 144. To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for | 44,252 82 |
| 145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for | 58,334 27 |
| 146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for | 4,335 00 |
| 147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for | 11,964 66 |
| 148. To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for | 14,665 45 |

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- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for. \$24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized."

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*):—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole. 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole. 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole. 244,500 00

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| 159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... | \$145,000 00 |
| 160. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.. | 35,000 00 |
| 161. For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 16,000 00 |
| 162. To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole..... | 375,000 00 |
| 163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 19,200 00 |
| 164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 96,000 00 |
| 165. To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole..... | 30,000 00 |
| 166. To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 32,000 00 |
| 167. For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 163,200 00 |
| 168. To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 3,200 00 |
| 169. To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 170. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |

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| 171. | To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | \$ 64,000 00 |
| 172. | To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 158,400 00 |
| 173. | For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 16,000 00 |
| 174. | To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 64,000 00 |
| 175. | To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 14,400 00 |
| 176. | To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 64,000 00 |
| 177. | To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 64,000 00 |
| 178. | To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 48,000 00 |
| 179. | To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 48,000 00 |
| 180. | To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 48,000 00 |
| 181. | To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 64,000 00 |
| 182. | To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 54,400 00 |

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183. For a railway from Cape Tourniente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

"So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight."

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

185. In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

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for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*):—

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| 186. | To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | \$ 96,000 |
| 187. | To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 35,200 |
| 188. | To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole... | 600 |
| 189. | For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 190. | To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |
| 191. | To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 166,400 |
| 192. | To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolia via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 193. | To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole..... | 83,000 |
| 194. | To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 195. | To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 16,000 |
| 196. | To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 160,000 |

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| 197. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 51,200 |
| 198. To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 115,200 |
| 199. To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 200. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 201. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 202. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 11,200 |
| 203. To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 204. For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 205. To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 14,400 |
| 206. To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole..... | 361,270 |

"Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

| SECTIONS. | Approximate length in miles. |
|-------------------------------------------|------------------------------|
| St. Jérôme to Shawbridge..... | 8 |
| Shawbridge to St. Sauveur..... | 4 |
| St. Sauveur to Ste. Adèle..... | 6 |
| Ste. Adèle to Lac à la Fourche..... | 6 |
| Lac à la Fourche to Ste. Agathe..... | 6½ |
| Ste. Agathe to St. Faustin..... | 14 |
| St. Faustin to St. Jovite..... | 7½ |
| St. Jovite to Summit Lake..... | 8 |
| Summit Lake to La Chute aux Iroquois..... | 7 |
| La Chute aux Iroquois towards Désert..... | 3 |

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"Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

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| 207. For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 240,000 |
| 208. To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.... | 50,000 |
| 209. To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole..... | 3,840 |
| 210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel..... | 40,000 |
| 211. To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 24,000 |
| 212. To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 10,200 |
| 213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed..... | 37,500 |
| 214. To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 215. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 216. To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 217. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 218. To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 57,600 |
| 219. To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway, | |

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| | near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of..... | \$288,000 |
| 220. | To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400..... | 68,400 |
| 221. | For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 |
| 222. | To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole..... | 112,000 |
| 223. | For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 224. | For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 225. | To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 226. | To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 227. | For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 35,200 |
| 228. | To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 99,200 |
| 229. | For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

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including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines."

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

280. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

281. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

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| | remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole..... | \$ 28,100 00 |
| 232. | To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding..... | 5,250 00 |
| 233. | To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 00 |
| 234. | To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... | 92,784 00 |
| 235. | To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... | 79,700 00 |
| 236. | To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 158,400 00 |
| 237. | To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... | 46,040 00 |
| 238. | To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole.... | 89,600 00 |
| 239. | To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of..... | 179,200 00 |

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"Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

"Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

| Sections. | Length in miles. |
|--------------------------------------------|---------------------|
| From, at or near Newboro' to Westport..... | 4 |
| From Westport towards Palmers Rapids..... | 16 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

"Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

| | | |
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| 241. | To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3. | \$224,000 00 |
| 242. | To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole. | 264,000 00 |
| 243. | To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 80,000 00 |
| 244. | To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 9,600 00 |
| 245. | To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 67,200 00 |
| 246. | To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 32,000 00 |
| 247. | To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of. | 15,100 00 |
| 248. | To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole. | 35,480 00 |
| 249. | To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 60,800 00 |

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| 250. | For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 38,400 00 |
| 251. | To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole..... | 80,000 00 |
| 252. | To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake | 80,000 00 |
| 253. | To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 48,000 00 |
| 254. | To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 00 |
| 255. | To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 21,600 00 |
| 256. | To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 9,600 00 |
| 257. | For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 64,000 00 |
| 258. | To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 156,800 00 |
| 259. | To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 260. | For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 261. | For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 25,600 00 |
| 262. | For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 00 |

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- 263.** To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

- 265.** To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

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| 266. To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . | \$64,000 00 |
| 267. To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole. | 96,800 00 |
| 268. To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 40,000 00 |
| 269. To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole. | 44,000 00 |
| Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway. | |
| 270. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | \$96,000 00 |
| 271. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 51,200 00 |
| 272. For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 240,000 00 |
| 273. To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole. | 64,000 00 |
| 274. To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 48,000 00 |

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| 275. | To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 00 |
| 276. | To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |
| 277. | To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 00 |
| 278. | To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 112,000 00 |
| 279. | To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole..... | 21,600 00 |
| 280. | To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 00 |
| 281. | To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 00 |
| 282. | To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole..... | 63,000 00 |
| 283. | To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 99,200 00 |
| 284. | To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 25,600 00 |
| 285. | To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 286. | To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on | |

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| | the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 80,000 00 |
| 287. | For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 160,000 00 |
| 288. | To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 172,400 00 |
| 289. | For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 00 |
| 290. | For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 00 |
| 291. | To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole..... | 114,125 00 |
| 292. | To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole..... | 14,720 00 |
| 293. | To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 25,024 00 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated

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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

- 296.** To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 64,000 00
- 297.** To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 102,400 00
- 298.** To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000 00
- 299.** To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between

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| | Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 300. | To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole..... | 81,040 00 |
| 301. | To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... | 145,000 00 |
| 302. | To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole..... | 3,500 00 |
| 303. | To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 11,200 00 |
| 304. | To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.. | 30,400 00 |
| 305. | To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... | 89,248 00 |
| 306. | To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 307. | To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole..... | 4,500 00 |
| 308. | To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole..... | 25,600 00 |
| 309. | To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific | |

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| | Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 48,000 00 |
| 310. | To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 67,200 00 |
| 311. | To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |
| 312. | To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... | 97,600 00 |
| 313. | To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of..... | 20,000 00 |
| 314. | To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 00 |

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

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in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “Town” or “Northern” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “Lake” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*) :—

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| 315. | To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | \$ 48,000 |
| 316. | To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding | 86,800 |
| 317. | To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 51,200 |
| 318. | To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole | 4,790 |
| 319. | To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 108,800 |
| 320. | To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding | 118,400 |
| 321. | Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of | 288,000 |

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- 322.** To the Philipsburg Junction Railway and Quarry Company, for $\frac{1}{2}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 2,912
- 323.** To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 23,600
- 324.** To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding..... 274,940
- 325.** For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 25,600
- 326.** For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600
- 327.** For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 328.** For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 38,400
- 329.** To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole..... 41,100

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| 330. | To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | \$ 24,000 |
| 331. | To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 73,172 |
| 332. | To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole. | 4,046 |
| 333. | For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 19,200 |
| 334. | For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 16,000 |
| 335. | To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole. | 83,200 |
| 336. | For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding. | 300,000 |
| 337. | To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding. | 217,000 |
| 338. | To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 48,000 |
| 339. | To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 96,000 |

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| 340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 160,000 |
| 341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 |
| 345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile; the whole not exceeding..... | 44,800 |
| 348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 73,600 |
| 349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile; the whole not exceeding..... | 32,000 |
| 351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |

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| 353. | To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 48,000 |
| 354. | To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 355. | Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole..... | 50,000 |
| 356. | To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; the whole not exceeding..... | 113,600 |
| 357. | For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 358. | To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 320,000 |
| 359. | For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 108,800 |
| 360. | For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 67,200 |
| 361. | To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |
| 362. | To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 121,600 |
| 363. | To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 364. | To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 16,000 00 |
| 365. | To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 112,000 00 |
| 366. | To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |

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| 367. For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole: | \$ 64,000 00 |
| 368. For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 369. For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 00 |
| 370. To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding..... | 3,200 00 |
| 371. To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |
| 372. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 373. To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 00 |
| 374. For a railway from a point on the Caraque Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 38,400 00 |

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

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subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 (*Assented to 29th June, 1897*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 375.** To the Ottawa and New York Railway Company, for 53 $\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892;
- 376.** To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;
- 377.** For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Énergie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Énergie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

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383. To the Gulf Shore Railway Company, for $5\frac{1}{2}$ miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick ;
384. For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894 ;
385. To the Pontiac Pacific Junction Railway Company, for $7\frac{1}{2}$ miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890 ;
386. To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario ;
387. To the Tilsonburg, Lake Erie and Pacific Railway Company, for $3\frac{6}{10}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
388. To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
389. To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
390. To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
391. To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
392. To the Phillipsburg Railway and Quarry Company, for $1\frac{6}{10}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
393. To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
394. To the St. Lawrence and Adirondack Railway Company, for $13\frac{1}{2}$ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
395. To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
396. To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
397. For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
398. To the St. Stephens and Milltown Railway Company, for $1\frac{1}{10}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
399. For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
400. For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
401. For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
402. For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
403. To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
404. For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;

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- 405.** To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario ;
- 406.** To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

- 407.** To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 182,400 00
- 408.** To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding..... 114,272 00
- 409.** To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 35,872 00
- 410.** To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding..... 300,000 00
- 411.** To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole..... 66,000 00
- 412.** To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway ; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 16,000 00
- 413.** To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding..... 52,500 00
- 414.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding..... 112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line," to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely:—

- Upon all green and fresh fruits, 33½ per cent ;
- Coal oil, 20 per cent ;
- Cordage and binder twine, 10 per cent ;
- Agricultural implements of all kinds, set up or in parts, 10 per cent ;
- Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;
- All kinds of wire, 10 per cent ;
- Window glass, 10 per cent ;
- Paper for building and roofing purposes, 10 per cent ;
- Roofing felt, box and packing, 10 per cent ;
- Paints of all kinds and oils, 10 per cent ;
- Live stock, 10 per cent ;
- Wooden ware, 10 per cent ;
- Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner:—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding those prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;

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- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding $53\frac{1}{2}$ miles; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding $6\frac{1}{2}$ miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding $\frac{46}{100}$ of a mile;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspébiac, Quebec, not exceeding 30 miles;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, $6\frac{1}{2}$ miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding $7\frac{1}{2}$ miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act; not exceeding in all \$512,000.

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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding $2\frac{1}{2}$ miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominigüe, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;

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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole 2½ miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

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465. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

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| 466. The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole | \$ 896,000 00 |
| 467. To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done... | 1,000,000 00 |
| 468. To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec | 50,000 00 |
| 469. Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding | 35,000 00 |
| 470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding... | 50,000 00 |
| 471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding... | 15,000 00 |
| 472. To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding | 33,750 00 |
| 473. To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding | 16,425 00 |
| 474. Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding | 15,000 00 |
| 475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding | 15,000 00 |

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of

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which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*)

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his

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opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

476. For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.
477. To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.
478. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.
479. To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.
480. To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.
481. To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.
482. For a railway from Bracebridge, in Muskoka, to a point at or near Bayville, Ontario, not exceeding 15 miles.
483. For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.
484. For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.
485. To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.
486. To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles;

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And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding $9\frac{1}{2}$ miles.

- 487.** For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
- 488.** To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
- 489.** To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
- 490.** In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
- 491.** To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
- 492.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
- 493.** To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
- 494.** For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
- 495.** For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
- 496.** To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
- 497.** To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
- 498.** For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
- 499.** For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.

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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding $4\frac{1}{2}$ miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

3. The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

- (a) upon the completion of the work subsidized ; or
- (b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

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9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.
517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

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- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspebiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
- 1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
 - 2nd. For the completion of the road-bed and works incidental thereto;
 - 3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitousin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or

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- near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.
- 530.** For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.
- 531.** To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.
- 532.** To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carleton Place, not exceeding 41 miles.
- 533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.
- 534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.
- 535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.
- 536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.
- 537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.
- 538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.
- 539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.
- 540.** For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.
- 541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.
- 542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.
- 543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

3. The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

4. The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a.) upon the completion of the work subsidized; or
- (b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or
- (d.) with respect to (b.) and (c.), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatae, not exceeding 33 miles; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles; subject, however, to the company carrying out the undertakings contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

6. The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

7. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the Government of Canada shall

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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 544.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.
- 545.** To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.
- 546.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.
- 547.** To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

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- 548.** To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.
- 549.** To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.
- 550.** For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.
- 551.** For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 552.** For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.
- 553.** For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.
- 554.** For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.
- 556.** For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.
- 557.** To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.
- 558.** To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.
- 559.** For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 560.** To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.
- 561.** To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.

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- 562.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.
- 563.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.
- 564.** For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding $4\frac{1}{2}$ miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.
- 565.** For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.
- 566.** To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.
- 567.** To the Halifax and South-western Railway Company, for the following lines of railway :—
- (a.) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.
 - (b.) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.
 - (c.) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.
 - (d.) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.
- The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectively.
- 568.** To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.
- 569.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.
- 570.** To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.
- 571.** For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.

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- 572.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.
- 573.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.
- 574.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.
- 575.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).
- 576.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.
- 577.** To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.
- 578.** To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.
- 579.** To the Thunder Bay, Nepigon and St. Joe Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.
- 580.** To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.
- 581.** To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.
- 582.** To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.
- 583.** To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.
- 584.** To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.
- 585.** To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St. Jerome, to connect with the Great Northern Railway, not exceeding 22 miles.
- 586.** To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.
- 587.** For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.
- 588.** For a line of railway from Lake Njomingue to Le Lièvre, not exceeding 35 miles.

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- 589.** For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.
- 590.** To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.
- 591.** For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.
- 592.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.
- 593.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.
- 594.** To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.
- 595.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding $2\frac{1}{2}$ miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mine Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say:—

623. Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, \$15,000.

624. Towards the construction of the steel superstructure of a railway bridge on the St. Francis River, in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, \$50,000.

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625. To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

626. To the Chateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Île bridge granted by item 33 of section 2 of chapter 8 of 1900, \$50,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

- (a.) upon the completion of the work subsidized ; or
- (b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or
- (c.) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or
- (d.) with respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively ; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in

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Council; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be judge.

By Special Act 4 Edward VII Chap. 34, 1904.

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway,

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

627. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 15 miles.

628. To the Bruce Mines and Algoma Railway Company, for the following lines of railway:—

- (a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles;
 - (b.) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles;
 - (c.) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles;
- The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 57 of 1903, not exceeding 21 miles.

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- 629.** To the Nepigon Railway Company, for the following lines of railway :—
- (a.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;
 - (b.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding $3\frac{1}{2}$ miles ;
 - (c.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding $1\frac{1}{2}$ mile ;
 - (d.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;
- The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.
- 630.** For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.
- 631.** To the Chateauguay and Northern Railway, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the Town of Joliette, passing at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.
- 632.** To the Great Northern Railway Company of Canada, to enable it to extend its railway from Arundel to a point in the municipality of the united Townships of Preston and Hartwell, Province of Quebec, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.
- 633.** To the Chateauguay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the Subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.
- 634.** To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the Township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.
- 635.** To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.
- 636.** For a line of railway from Lardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 28 of section 2 of chapter 7 of 1901, not exceeding 30 miles.
- 637.** To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.

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3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction of the bridge also hereinafter mentioned, that is to say :—

638. To the Chateauguay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding \$51,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) Upon the completion of the work subsidized ; or

(b.) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1904, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridge so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transpor-

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tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c.) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer,

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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any ; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company thereto : Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized ;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract ;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

2. In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.

PART IV

MISCELLANEOUS STATEMENTS

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No.

SUBSIDY AGREEMENTS for the Construction of Railways

| No. of Contract. | Date of Signature. | Name of Railway. | Line of Railway to be Constructed. | AUTHORITY FOR EXECUTION. | |
|------------------|--------------------|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------|
| | | | | Act of Parliament. | Order in Council. |
| 15303 | Jan. 23, 1904 | Bay of Quinté Ry. Co. | Extension of railway from point near Actinolite to a point in tp. of Marnora, Hastings Co. | Can. 1903, c. 57. | Dec. 24, 1903. |
| 15519 | June 24, 1904 | Beersville Coal & Railway Co. | From Adamsville to point near Brown's Landing or Beersville. | Can. 1903, c. 57. | April 26, 1904. |
| 15163 | July 29, 1903 | Canadian Northern Ry. Co. | From Grand View to Edmonton. 620 miles, and Prince Albert branch, 100 miles east from Prince Albert. | 3 Edw. VII, c. 7. | Aug. 1, 1903. |
| 15272 | Dec. 12, 1903 | Chateauguay and Northern. | From pt. on main line near L'Epiphanie to village of Rawdon. | 3 Edw. VII, c. 57. | Nov. 28, 1903. |
| 15280 | " 7, 1903 | Canadian Northern Ry. Co. | From point on line of Winnipeg Great Northern Ry., north of Swan River to Prince Albert, N.W.T. | 1899, c. 7. | Nov. 4 and 26, 1903. |
| 15281 | " 7, 1903 | Canadian Northern Ry. Co. | In further extension north of Swan River towards Prince Albert, N.W.T. | 1900, c. 8. | Nov. 4 and 26, 1903. |
| 15283 | " 21, 1903 | Canadian Bridge Co. <i>et al.</i> | St. Francis River bridge. | 1903, c. 57. | Nov. 12, 1903. |
| 15284 | " 21, 1903 | Canadian Bridge Co. <i>et al.</i> | For completion of foundation and approaches of St. Francis River bridge. | 1903, c. 57. | Nov. 14, 1903. |
| 15286 | " 26, 1903 | Central Counties Ry. Co. | From Hawkesbury, Ont., to South Indian. | 1903, c. 57. | Dec. 12, 1903. |
| 13300 | Jan. 14, 1904 | Canadian Pacific Ry. Co. | From point on main line between Moosomin and Elkhorn, north-westerly to point in neighbourhood of Pheasant Hills. | 1903, c. 57. | Nov. 17, 1903. Jan. 12, 1904. |
| 15520 | June 24, 1904 | Edmonton, Yukon & Pacific Ry. Co. | From Strathcona to Edmonton, &c. | Can. 1903, c. 57. | Mch. 10, 1904. June 13, 1904. |
| 15164 | July 29, 1903 | Grand Trunk Pacific Railway Co. | From Winnipeg to Port Simpson (W. Div.) and providing for construction by Govt. of E. Div. from Winnipeg to Moncton; to be leased to the Co. | | July 30, 1903. |
| 15432 | Feb. 18, 1904 | Grand Trunk Pacific Railway Co. | Varying agreement, No. 15164. | | |
| 15244 | Nov. 9, 1903 | Halifax & S. Western Railway Co. | From Halifax to Malone Bay. | Can., 1903, c. 57. | Nov. 4, 1903. |
| 15245 | " 9, 1903 | " " | From Bridgewater toward Barrington Passage; also a line to Barrington Passage in addition. | Can., 1903, c. 57. | Nov. 4, 1903. |
| 15246 | " 9, 1903 | " " | From New Germany to Caledonia. | Can., 1903, c. 57. | Nov. 4, 1903. |
| 15247 | " 9, 1903 | " " | From Caledonia to Liverpool. | Can., 1903, c. 57. | Nov. 4, 1903. |
| 15248 | " 9, 1903 | Inverness Railway & Coal Co. | From Cheticamp to point between Broad Cove and Point Tupper. | Can., 1903, c. 57. | Nov. 4, 1903. |
| 15249 | " 9, 1903 | " " | From Point Tupper to Broad Cove. | Can., 1903, c. 57. | Nov. 4, 1903. |

SESSIONAL PAPER No. 20

1.

entered into during the Fiscal Year ended June 30, 1904.

| AMOUNT OF SUBSIDY. | | Number of Miles Subsidized. | Maximum Grade. Feet per Mile. | Radius of Curvature Not less than. | Width of Clearing Each Side. | Width of Cutting. | Embankment. | Steel Rails, lbs. per Lineal Yard. | Date for Completion. |
|--------------------------------------------------------------------------------------------------------------------|----------------|-----------------------------|-------------------------------|------------------------------------|------------------------------|-------------------|-------------|------------------------------------|----------------------|
| Per Mile. | Not exceeding. | | | | | | | | |
| \$ | \$ | | Feet. | Feet. | Feet. | Feet. | Feet. | Lbs. | |
| 3,200 | 6,400 p. mile. | 20 | 74 | 955 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |
| 3,200 | 6,400 " | 7 | 79.2 | 573 | 50 | 20 | 15 | 56 | Jan. 1, 1905. |
| Guarantee of principal and interest of Co.'s securities to the extent of \$13,000 per mile. | | 720 | 53 | 955 | 50 | 20 | 14 | 56 | Oct. 1, 1905. |
| 3,200 | 6,400 p. mile. | 16 | 53 | 1,433 | 50 | 20 | 15 | 56 | Oct. 31, 1904. |
| 3,200 | 6,400 " | 100 | 53 | 955 | 50 | 20 | 14 | 56 | Aug. 1, 1904. |
| 3,200 | 6,400 " | 100 | 53 | 955 | 50 | 20 | 14 | 56 | Aug. 1, 1904. |
| ..... | 50,000 " | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 35,000 " | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3,200 | 6,400 " | 35 | 52.80 | 1,433 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |
| 3,200 | 6,400 " | 136 | 52.80 | 1,433 | 50 | 20 | 14 | 56 | Oct. 31, 1905. |
| 3,200 | 6,400 " | 50 | 52.8 | 955 | 50 | 20 | 15 | 56 | Dec. 1, 1906. |
| Guarantee of bonds to extent of \$13,000 per mile on prairie section and of \$30,000 per mile on Mountain section. | | | | | | | | | |
| 3,200 | 6,400 p. mile. | 68 | 80 | 717 | 50 | 20 | 15 | 56 | Aug. 1, 1895. |
| 3,200 | 6,400 " | 77.35 | 80 | 495 & 764.49 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |
| 3,200 | 6,400 " | 22 | 80 | 764.49 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |
| 3,200 | 6,400 " | 29 | 80 | 64.49 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |
| 3,200 | 6,400 " | 37 | 80 | 955 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |
| 3,200 | 6,400 " | 8 | 80 | 955 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |

4-5 EDWARD VII., A. 1905

SUBSIDY Agreements for the Construction of Railways

| Number of Contract. | Date of Signature. | Name of Railway. | Line of Railway to be Constructed. | AUTHORITY FOR EXECUTION. | |
|---------------------|--------------------|------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------|
| | | | | Act of Parliament. | Order in Council. |
| 15301 | Jan. 15, 1904 | International Ry. Co. of N.B. | From west end of its 10 miles towards point on St. John Riv., between Grand Falls and Edmundston. | Cancelled by agreement. | Jan. 13, 1904. |
| 15415 | Mch. 14, 1904 | Lindsay, Bobcaygeon & Pontypool. | Between Burketon and Bobcaygeon. | Can., 1903, c. 57. | Feb. 19, 1904. |
| 15316 | Dec. 28, 1903 | Middleton & Victoria Beach. | From Victoria Beach to Middleton. | Can., 1903, c. 57. | Nov. 4, 1903. |
| 15417 | Apl. 15, 1904 | Nova Scotia, Eastern | (1). New Glasgow to Cross Roads, 116 miles. (2). Dartmouth to Melrose through Musquodoboit Valley, 120 miles. | Can., 1903, c. 57. | Nov. 4, 1903, & Mch. 23, 1904 |
| 15039 | July 10, 1903 | Ottawa, Northern & Western Ry. Co. | From Aylmer to Hull, Quebec. | 62-3 Vic, c. 7. | Dec. 5, 1902. |
| 15177 | Aug. 25, 1903 | " " | From end of 62nd Mile toward Desert. | 1 Edw. VII, c. 7. | Feb. 3, 1903. |
| 15178 | " 25, 1903 | " " | Unearned balance of subsidy upon the 62 miles from Hull towards Desert, 1897, c. 4., sec. 3, Par. 3 | 1 Edw. VII, c. 7. | Feb. 3, 1903. |
| 15234 | Oct. 19, 1903 | Quebec Bridge & Ry Co. | Quebec Bridge, approaches and terminals. | | |
| 15338 | Feb. 17, 1904 | Restigouche & Western Ry. Co. | From Campbellton on I. C. Ry., N.B., towards Grand Falls. | Can., 1901, c. 7. | Feb. 12, 1904. |
| 15283 | Dec. 21, 1903 | South Shore Ry. Co. <i>et al.</i> | St. Francis River Bridge. | Can., 1903, c. 7. | Nov. 12, 1903. |
| 15284 | " 21, 1903 | " " | For completion of foundation and approaches of St. Francis River Bridge. | Can., 1903, c. 57. | Nov. 12, 1903. |
| 15386 | Mch. 14, 1904 | St. Mary's River. | From Spring Coulee to Cardston, 16 miles, and from point on this line near intake of Irrigation Canal, 16 miles. | Can., 1903, c. 57. | Nov. 26, 1903 & Jan. 21, 1904 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, November 8, 1904

SESSIONAL PAPER No. 20

entered into during the Fiscal Year ending June 30, 1904^e—Continued.

| AMOUNT OF SUBSIDY. | | Number of Miles Subsidized. | Maximum Grade. Feet per Mile. | Radius of Curvature not less than. | Width of Clearing each side. | Width of Cutting. | Embankment. | Steel Rails, lbs., per Lineal Yard. | Date for Completion. |
|--------------------------------------------------------------------------------------------|----------------|-----------------------------|-------------------------------|------------------------------------|------------------------------|-------------------|-------------|-------------------------------------|----------------------|
| Per Mile. | Not exceeding. | | | | | | | | |
| \$ | \$ | Feet. | Feet. | Feet. | Feet. | Feet. | Feet. | Lbs. | |
| 3,200 | 6,400 " | 67 | 52.80 | 955 | 50 | 20 | 15 | 56 | Dec. 31, 1904. |
| 3,200 | 6,400 " | 40 | 52.80 | 1,433 | 50 | 20 | 15 | 56 | Jan. 1, 1905. |
| 3,200 | 6,400 " | 41 | 63.36 | 955 | 50 | 20 | 15 | 56 | Aug. 1, 1905. |
| 3,200 | 6,400 " | 236 | 80 | 955 | 50 | 20 | 15 | 56 | Dec. 31, 1906. |
| 3,200 | 6,400 " | 9 | 80 | 717.574 | 50 | 20 | 15 | 56 | Jan. 31, 1903. |
| 3,200 | 6,400 " | 20 | 89 | 573 | 50 | 20 | 15 | 56 | Jan. 1, 1904. |
| . | 35,872 " | 0 | 105.6 | 573 | 50 | 20 | 15 | 56 | Jan. 1, 1904. |
| Guarantee of principal and interest of securities of the Co. to the extent of \$6,678,200. | | | | | | | | | Dec. 1, 1906. |
| 3,200 | 6,400 p. mile. | 20 | 80 | 819 | 50 | 20 | 15 | 56 | Dec. 1, 1904. |
| | 50,000 " | | | | | | | | |
| | 35,000 " | | | | | | | | |
| 3,200 | 3,200 " | 32 | 52.8 | 819 | 50 | 18 | 10 | 35 | Aug. 1, 1905. |

HAZEN HANSARD,
Law Clerk

4-5 EDWARD VII., A 1905

No. 2.

CONTRACTS entered into during the Fiscal Year ended June 30, 1904.

1.—INTERCOLONIAL RAILWAY.

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|------------------------------------------|---------------------------------------------------------------------------|
| 1903. | | | |
| 15149 | July 21 | Rhodes, Curry & Co., Ltd. | Extension of freight car shop, Moncton. |
| 15158 | " 23 | Dominion Bridge Co. | Foot bridge and umbrella roofs at Lévis. |
| 15159 | " 25 | Reid & Archibald. | Widen roadbed for double track between Richmond and Rockingham, N.S. |
| 15171 | Aug. 11 | Rhodes, Curry & Co., Ltd. | Delivered two baggage cars. |
| 15174 | " 15 | The Pintech Compressing Co. | Furnish and erect apparatus to manufacture oil gas at Moncton, N.B. |
| 15197 | Sept. 10 | J. B. McManus. | Repair crib work, Courtney Bay branch. |
| 15227 | July 31 | Rhodes, Curry & Co., Ltd. | Supply 2,250 33 in. car wheels. |
| 15229 | " 31 | John McDougall Co. | " " " |
| 15236 | Oct. 26 | The Canada Coals & Ry. Co. | Exchange of engines re collision at Macan Station. |
| 15243 | " 30 | Canadian Locomotive Co., Ltd. | Varying contract number 14,546. |
| 15252 | Nov. 4 | Tilman D. LeBlanc. | Building for express rooms, &c., Moncton. |
| 15253 | " 11 | Willard Kitchen. | " baggage rooms, &c., Lévis. |
| 15269 | Dec. 1 | E. A. Wallberg. | Heating Chaudière Junction engine house, brick. |
| 15274 | " 1 | Emile Dubé. | Twelve stall engine house at Ste. Flavie, Que. |
| 15276 | Nov. 20 | Dominion Bridge Co. | Erect forty span bridges. |
| 15288 | Dec. 22 | Honoré Huard. | Erect station, &c., on River Ouelle branch. |
| 15293 | " 22 | Emile Dubé. | Erect engine house at Rivière du Loup. |
| 15306 | " 22 | Joseph Gosselin. | " " " River Ouelle Station. |
| 1904. | | | |
| 15317 | Jan. 6 | City of St. John .. | To make about eight feet of track on corporation pier, St. John, N.B. |
| 15329 | Feb. 6 | George St. Pierre & Co. | Erect buildings at Moose Park, Forestdale and Aston Junction, Que. |
| 15360 | " 6 | Cloutier & Gaudreau. | Freight sheds, &c., at Elgin Road, L'Anse à Giles and Trois Saumons, Que. |
| 15387 | Mch. 17 | Dominion Bridge Co., Ltd. | Three steel roof trusses for boiler house at Moncton. |
| 15393 | " 14 | Rhodes, Curry & Co., Ltd. | Station at Rockingham, N.S. |
| 15398 | Feb. 29 | " " " " " " " " " " " " | Extension to freight shed at Amherst. |
| 15399 | " 16 | " " " " " " " " " " " " | 2,000 car wheels. |
| 15405 | Apl. 7 | Dominion Express Co. | Express freight business between St. John and Halifax, &c. |
| 15410 | Mch. 30 | Beazley Bros. | Dredging at Halifax, N.S. |
| 15452 | May 3 | W. A. MacKay & Co. | Electric light plants, Mulgrave and Pt. Tupper. |
| 15456 | " 6 | Cloutier & Gaudreau. | Station and freight shed at Ste. Rosalie, Que. |
| 15457 | Apl. 29 | Willard Kitchen. | Car repair shop at Stellarton, N.S. |
| 15458 | " 25 | Florida Bruneau. | Freight shed and platform at Daveluyville, Que. |
| 15461 | " 15 | John Hadley. | Improvements to station at Petit Roche, N.B. |
| 15463 | " 21 | F. L. Dixon. | Car repair shop at Sydney. |
| 15464 | " 29 | Canadian General Electric Co., Ltd. | Electric plant at Halifax. |
| 15465 | April 15 | Jas. Falconer & N. S. Faulkner. | Extension to station at Eureka, N.S. |
| 15469 | " 23 | Tilman D. LeBlanc. | Extension to freight shed, &c., Painsec Jct. |
| 15470 | " 15 | J. E. Falconer & N. S. Faulkner. | Shed for wrecking crane at Stellarton, N.S. |
| 15472 | " 25 | Wilfrid Marchand. | Freight shed and platform at St. Pâcome, Que. |
| 15473 | May 3 | Willard Kitchen. | Engine house at Sussex, N.B. |
| 15475 | June 1 | Canadian Electric Light Co., Ltd. | Electric lighting at Lévis, &c., and electric power. |
| 15488 | May 6 | Allan Gillis. | Addition to station at Pomquet. |
| 15487 | " 17 | " " " " " " " " " " " " | " " Harbour au Bouche. |
| 15491 | June 9 | J. Arthur Matte. | Enlarge station and erect freight shed at Rimouski, Que. |
| 15492 | May 17 | Thomas A. Barnhill. | Addition to station at Springhill Jct. |
| 15493 | " 17 | M. McMillan. | Extension to freight shed at North Sydney. |
| 15495 | " 31 | C. J. Silliker. | Addition to freight shed at Nappan, N.S. |
| 15496 | " 23 | Reid McManus. | Double tracking between Belford Bridge and Windsor Junction. |

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended June 30, 1904—*Continued.*1.—INTERCOLONIAL RAILWAY—*Concluded.*

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|---------------------------------------------|--------------------------------------------|
| | 1904. | | |
| 15504 | June 10 | J. Arthur Matte | Station and drain at Kempt. |
| 15505 | " 24 | Joseph Gosselin | Machine shop, &c., at Chaudière Jct., Que. |
| 15612 | April 26 | City of Halifax | Water at Richmond, &c., Halifax, N.S. |
| 15517 | June 10 | Robb Engineering Co., Ltd. | Heating plant at Lévis, Que. |
| 15521 | " 24 | Rhodes Curry Co., Ltd | 7 baggage cars. |
| 15541 | May 31 | Zephirin Gagnon. | Extension to station, &c., at St. Michel. |
| 15555 | June 15 | Simon Benoit | Improvements to station at Tracadie, N.S. |
| 15558 | " 15 | Willard Kitchen | Extend I.C.R. at Pictou Landing. |
| 15586 | " 8 | Honoré Huard | Combined station and dwelling at Amqui. |
| 15588 | " 24 | La Cie d'Aqueduc de (St. Pierre) Montmagny. | Supply water at St. Pierre. |
| 15590 | " 7 | Canadian Loco. Co., Ltd | Deliver 25 Simple Consol. Locomos. |

2.—PRINCE EDWARD ISLAND RAILWAY.

| | | | |
|-------|----------|-------------------------------------|-----------------------------------------------------------|
| | 1903 | | |
| 15213 | Sept. 29 | Can. Loco. Co., Ltd. | 4 narrow gauge locomotives. |
| 15292 | Dec. 26 | Hugh McDonald. | Transportation of 12 spans and erection of 11 spans. |
| | 1904 | | Hillsboro Bridge. |
| 15409 | Mar 21 | John W. McLennan | Station at Fredericton, P.E.I. |
| 15416 | April 12 | J. M. Clark & Co. | Stations at Northam, Richmond, Albany and Kinkora, P.E.I. |
| 15468 | " 11 | Dominion Bridge Co | 1 deck turntable. |
| 15523 | June 24 | J. M. Clark & Co. | Erect coal shed at Summerside. |
| 15557 | " 1 | McLean Bros. | Moving and enlarging station at Hunter River. |
| 15604 | " 20 | J. M. Clark & Co. & D. R. Morrison. | Excavating and pipe laying at Georgetown, &c. |

3.—CHAMBLY CANAL.

| | | | |
|-------|---------|-------------------------------------|---------------------------------------------------|
| | 1904 | | |
| 15397 | Mar. 14 | J. E. Hebert | Supply crushed stone. |
| 15471 | May 7 | Phoenix Bridge and Iron Works, Ltd. | Bridges at Chambly Canton and Chambly Basin, Que. |

4.—CORNWALL CANAL.

| | | | |
|-------|----------|--------------------------------------|---------------------------------------------------|
| | 1903 | | |
| 15199 | Sept. 16 | Bellhouse, Dillon & Co. | Supply 1,500 barrels Portland cement. |
| | 1904 | | |
| 15335 | Feb. 6 | Joseph J. Fallon | Wharf at foot of Pitt St., Cornwall, Ont. |
| | 1903 | | |
| 15348 | Aug. 13 | M. P. Davis and Quebec Bank. | Varying lease, No. 12,336 and contract No. 13975. |
| | 1904 | | |
| 15408 | Apr. 6 | M. P. Davis | Supply 11 sets of winches, &c. |
| 15494 | May 17 | J. C. Johnstone. | Repair north bank of canal. |
| 15591 | June 16 | " | Repair shop at Cornwall, Ont. |

5.—GALOPS CANAL.

| | | | |
|-------|--------|-----------------------------------|----------------------|
| | 1904 | | |
| 15501 | June 4 | Owen Sound Wire Fence Co. | Supply wire fencing. |

4-5 EDWARD VII., A. 1905

CONTRACTS entered into during the Fiscal Year ended June 30, 1903—*Continued.*

6.—GRENVILLE CANAL.

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| | 1904. | | |
| 15345 | Feb. 22 | Fraser & Driscoll | Agreement extending time within which \$150,000 shall be expended under terms of lease No. 14,375 of Dec. 1901. |
| 15361 | " 29 | The Phoenix Bridge and Iron Works, Ltd. | Erect swing bridge at Stonefield. |

7.—LACHINE CANAL.

| | | | |
|-------|---------|-----------------------------------|----------------------------------------------------------------------------|
| | 1903. | | |
| 15277 | Nov 26 | Dominion Bridge Co., Ltd. | Erect bridge at Cote St. Paul. |
| 15287 | Dec. 30 | Bellhouse, Dillon & Co. | Supply 6,000 barrels cement. |
| 15294 | " 21 | Coulson, Quinlan & Robertson... | Substructure of Cote St. Paul bridge. |
| | 1904. | | |
| 15346 | Feb. 10 | John Quinlan. | Substructure of Brewster's bridge. |
| 15347 | " 13 | " | Crushed stone and stone blocks. |
| 15437 | May 6 | E. A. Manny. | Deliver lock gate protection appliances. |
| 15462 | Apr. 7 | Dominion Bridge Co., Ltd. | Superstructure of Brewster's bridge. |
| 15484 | May 9 | Sicily Asphaltum Paving Co., Ltd. | Pave west end of Mill street, Montreal. |
| 15497 | " 23 | Ahearn & Soper, Ltd. | 1=60 K. W. 550 volt. D. C. generator and switchboard for Mill St. station. |
| 15525 | June 24 | Bellhouse, Dillon & Co. | 5,000 barrels Portland cement. |

8.—MURRAY CANAL.

| | | | |
|-------|---------|---------------------------------------|---------------------------------------------|
| | 1904 | | |
| 15395 | Mar. 23 | The McGregor, Banwell Fence Co., Ltd. | Supply wire fencing, &c. |
| 15396 | " 19 | T. D. Sandford. | Supply cedar fence and brace posts. |
| 15498 | June 7 | Norman Button. | Erect wire fence along both sides of canal. |

9.—RIDEAU CANAL.

| | | | |
|-------|---------|---------------------------------|------------------------------------------------|
| | 1903. | | |
| 15232 | Oct. 14 | Hamilton Bridge Works Co., Ltd. | Erect swing bridge at Hog's Back Lock Station. |
| | 1904. | | |
| 15353 | Feb. 22 | Thomas McLaughlin. | Substructure, Concession Street Bridge. |
| 15388 | Mar. 14 | Ottawa Lumber Company. | Supply timber for 1904-05. |
| 15453 | April 7 | Dominion Bridge Co., Ltd. | Concession Street Bridge, Ottawa. |

10.—SAULT STE. MARIE CANAL.

| | | | |
|-------|----------|---------------------------------|-------------------------------------------------------------|
| | 1903. | | |
| 15273 | Nov. 17 | Henry and John H. Hickler. | Deepen and widen channel way at upper entrance of canal. |
| | 1904. | | |
| 15352 | Feb. 22 | William Birmingham. | Extension to South Mooring pier of lower entrance of canal. |
| 15455 | April 22 | J. E. Murphy Lumber Co. | Timber for year 1904. |
| 15524 | June 24 | Mason, Gordon & Co. | " " |

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended June 30, 1903—*Continued.*

11.—SOULANGES CANAL.

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|-----------------------------------|----------------------------------------------------------|
| | 1903. | | |
| 15266 | Dec. 1 | Thomas Prefontaine, jr..... | Erect buildings at Cascade Point and Coteau du Lac, Que. |
| 15467 | May 31 | Provincial Light, Heat & Power Co | Extend time for submission of plans. |

12.—TRENT CANAL.

| | | | |
|-------|----------|--------------------------------------|---------------------------------------------------------------------------------------------------|
| | 1903. | | |
| 15200 | Sept. 16 | Bellhouse, Dillon & Co | Supply 1,500 brls. Portland cement. |
| 15201 | " 16 | " " " " | " 10,000 " " |
| 15206 | " 23 | The Sun Portland Cement Co., Ltd | " 2,000 " " |
| 15228 | " 29 | The Lakefield Portland Cement Co | Agreement to determine amount of water power to be taken by company at Young's Point Dam. |
| 15239 | Oct. 10 | D. Conroy | Raise and widen roads on section 1 Simcoe Balsam Lake Division. |
| 15382 | Feb. 22 | Brown & Aylmer | Varying contract No. 13936, Sept. 6th, 1900, re concrete piers at entrance of canal, Lake Simcoe. |
| 15451 | May 4 | The Lakefield Portland Cement Co | Deliver 7,000 brls. Portland cement. |
| 15474 | " 6 | Canadian Portland Cement Co., Ltd. | " 14,000 " " |
| 15490 | " 16 | Owen Sound Portland Cement Co., Ltd. | " 7,000 " " |

13.—WELLAND CANAL.

| | | | |
|-------|----------|---------------------------------|---------------------------------------------------------------------------------|
| | 1903. | | |
| 15196 | Sept. 4 | Joseph Battle | Substructures of Welland and Port Robinson Bridges, Ontario. |
| 15207 | " 23 | Hamilton Bridge Works Co.... | Superstructures of Welland and Port Robinson Bridges, Ontario. |
| 15233 | Oct. 14 | Joseph Battle | Supply 600 cedar poles. |
| 15296 | Jan. 8 | " | Setting of 2,000 electric light poles between Port Dalhousie and Port Colborne. |
| 15348 | Feb. 22 | McCleary & McLean | Supply timber, lumber, &c., for 1904. |
| 15349 | " 22 | Weddell, Battle & Manley.... | Deepen rock cut at Ramey's Bend, north of village of Humberstone. |
| 15350 | " 22 | Magann & Phin..... | Removal of centre pier, &c., of Port Robinson, Quaker and Welland Bridges. |
| 15356 | " 29 | Mason, Gordon & Co. | Supply timber for the year 1904. |
| 15362 | " 29 | John Stuart | Iron castings for the year 1904. |
| 15389 | " 26 | Cunningham & Cuthbert | Supply iron and brass castings for 1904. |
| 15454 | May 6 | Northern Aluminum Co. | Supply aluminum conductors. |
| 15469 | April 22 | Hamilton Bridge Works Co., Ltd | 200 steel poles. |
| 15460 | " 14 | Wire & Cable Co. | Copper conductors. |
| 15487 | May 7 | Thomas Riley | Supply weir in west bank at Allanburg. |
| 15526 | June 30 | Packard Electric Co., Ltd..... | Arc lamps, regulators, &c. |
| 15548 | May 23 | Can. Westinghouse Co., Ltd..... | " " |
| 15559 | June 15 | Ahearn & Soper, Ltd. | Submarine cables for electric transmission. |

HAZEN HANSARD,
*Law Clerk.*DEPARTMENT OF RAILWAYS AND CANADA,
OTTAWA, November 8, 1904.

4-5 EDWARD VII., A. 1905

No.

WATER POWER and other Public Property leased by the Department

1.—INTERCOLONIAL

| No. of Lease. | Date of Signature. | Lessee. | Property Leased. |
|---------------|--------------------|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| | 1903. | | |
| 15230 | Sept. 24.. | Town of Fraserville.. .. | Privilege to lay and maintain two water pipes across property and under tracks of I. C. Ry. at Fraserville, Que. |
| 15267 | Dec. 1.. | City of Moncton | Privilege to lay 12-inch pipe under tracks at the Irish Town Road Crossing. |
| 15271 | Nov. 10.. | Kamouraska Telephone Co | Privilege to place telephone boxes in stations along line of I. C. Ry. in Quebec, where company has telephone in operation. |
| 15275 | Oct. 2.. | D. Rodrigue | Land at St. Simon, Que |
| 15302 | Nov. 16.. | His Majesty | Rooms 6, 7, 8, 9 and 10, in ground story of the Board of Trade building, Montreal. |
| 15310 | Dec. 21.. | F. Belziles | Privilege to lay a 1½-inch water pipe west of St. Fabien Station. |
| 15311 | " 31.. | Town of Montmagny | Privilege to lay a 6-inch water pipe at Montmagny, Que. |
| | 1904. | | |
| 15312 | Jan. 20.. | Town of Stellarton | Privilege to lay a 12-inch sewer pipe at Bridge St. Crossing, N.S. |
| 15313 | " 20.. | A. C. Thompson Co., Ltd. | Privilege to lay a 6-inch pipe at N. Sydney, N.S... |
| | 1903. | | |
| 15314 | Aug. 15.. | His Majesty | Office No. 51 King St. East, Toronto, Ont. |
| *15325 | June 5.. | " | Office No. 143 St. James St., Montreal |
| | 1901. | | |
| 15326 | Jan. 21.. | Can. Automatic Scale Co. | Privilege to place weighing scales in stations. |
| 15327 | Feb. 6.. | Acadia Coal Co. | " lay 4-inch pipe in Stellarton, N.S.. ... |
| 15328 | Jan. 22.. | Town of North Sydney | " lay a 12-inch pipe near North Sydney station. |
| 15332 | Feb. 1.. | Dept. of Indian Affairs | Privilege to lay 6-inch sewer pipe 1½ mile west of Sydney station, N.S. |
| 15337 | " 6.. | Dept. of Agriculture | Land at Gilbert's Island, St. John, N.B. |
| 15379 | " 24.. | Railway Automatic Sales Co | License to place vending machines in station houses. |
| 15381 | " 22.. | D. N. Lutes | Land at New Mills, Restigouche, N.B. |
| 15394 | Mar. 23.. | Xavier Dumond | Land at Isle Verte station, Temiscouata, Que. |
| 15405 | April 7.. | Dominion Express Co. | Express freight business between St. John and Halifax, &c. |
| 15411 | Mar. 30.. | Alex. A. Jones | Land at Amherst, N.S. |
| 15419 | April 12.. | Sam. Fields | Land at Foley Station, N.S. |
| 15427 | Mar. 29.. | Dominion Molasses Co. | Privilege to lay pipe under tracks at Dartmouth, N.S |
| 15430 | April 25.. | C. A. Atkinson | Land at Charlo Station, N. B. |
| 15439 | Mar. 23.. | Town of Shediac | Privilege to lay water pipes at Shediac, N.B. |
| 15440 | " 23.. | " | Land at Shediac, N.B. |
| 15496 | June 11.. | E. H. Peeples | Privilege to lay 2-inch water pipe at Pirate Harbour |
| 15516 | " 30.. | Jude Melanson | Land at Springhill Junction, N.S. |

* Too late for last year's report.

SESSIONAL PAPER No. 20

3.

of Railways and Canals during the Fiscal Year ended June 30, 1904.

RAILWAY.

| Area. | Amount of Water Power. | Term. | Commence-ment of Term. | TERMS OF PAYMENT. | | |
|---------------|------------------------|------------------|------------------------|--------------------------------------------------------------------|----------------|-----------------------|
| | | | | Annual Rental. | Due each year. | First Instalment due. |
| | | | | \$ cts. | | |
| | | During pleasure. | Sept. 1, 1903 | 1 00 | July 1.. | July 1, '03 |
| | | " | Oct. 1, 1903 | 1 00 | Oct. 1.. | Oct. 1, '03 |
| | | " | | | | |
| 2.19 acres. | | " | Sept. 1, 1903 | 1 00 | Sept. 1.. | Sept. 1, '03 |
| | | 3 years. | May 1, 1903 | 2,000 00 | Quarterly. | Quarterly. |
| | | During pleasure. | June 30, 1903 | 1 00 | June 30.. | June 30, '03 |
| | | " | Oct. 1, 1903 | 1 00 | Oct. 1.. | Oct. 1, '03 |
| | | " | June 30, 1903 | 1 00 | June 30.. | June 30, '03 |
| | | " | July 1, 1903 | 1 00 | July 1.. | July 1, '03 |
| | | 5 years. | Sept. 1, 1903 | 1,800 | Quarterly. | Quarterly. |
| | | 1 year. | May 1, 1903 | 1,800 | " .. | " |
| | | 1 " | Jan. 25, 1904 | 25 p.c. of gross receipts to railway and 10 p.c. to agent monthly. | | |
| | | During pleasure. | July 1, 1903 | 1 00 | July 1.. | July 1, '03 |
| | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| 5.75 acres. | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| | | 3 years. | Mar. 1, 1904 | 25 p.c. of gross receipts to railway and 10 p.c. to agent monthly. | | |
| 583 sq. ft. | | During pleasure. | July 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| 22,208 " | | " | Jan. 1, 1904 | 5 00 | Jan. 1.. | Jan. 1, '04 |
| | | 5 years. | Dec. 1, 1899 | 40 per cent of gross receipts, monthly. | | |
| 240 sq. ft. | | During pleasure. | April 1, 1904 | 5 00 | April 1.. | April 1, '04 |
| 0.09 acres. | | " | July 1, 1903 | 1 00 | July 1.. | July 1, '03 |
| | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| 437 sq. ft. | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| 1,500 sq. ft. | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| | | " | " 1, 1903 | 1 00 | " 1.. | " 1, '03 |
| 0.58 acres. | | " | May 1, 1904 | 5 00 | May 1.. | May 1, '04 |

4-5 EDWARD VII., A. 1905

No. 3.—Water Power and other Public Property leased by the Department of

2.—BEAUHARNOIS

| No. of Lease. | Date of Signature. | Lessee. | Property Leased. |
|---------------|--------------------|--------------------------------------------------|-----------------------------------------------------------------------|
| | 1903. | | |
| 15037 | July 2.. | James H. Ross..... | Land on S. side of Canal at Melocheville, Que., with water power, &c. |
| 15172 | Aug. 14.. | Thos. Prefontaine..... | Pt. of lot 1 in Valleyfield, Que..... |
| 15198 | July 1.. | Jessie R. McDonald, tutrix estate Jas. McDonald. | Pt. cad. lot 830, Valleyfield, Que .. |
| 15219 | Oct. 6.. | David F. Smith..... | Pt. lot No. 1 in Valleyfield, Que..... |
| 15221 | " 9.. | The Montreal Cotton Co | 540 sq. ft. of land, pt. of lot No. 830 in Valleyfield, Que. |
| | 1904 | | |
| 15406 | Mar. 30.. | G. Leduc..... | Pt. lot 531, Valleyfield, Que..... |
| 15418 | April 20.. | A. Lalonde..... | Pt. lot 160, Ste. Cecile, Que..... |
| 15479 | May 16.. | S. A. Brodeur | " " |

3.—CARILLON

| | | | |
|-------|-----------|----------------------|---------------------------------------------------------------------------------------------------|
| | 1904. | | |
| 15511 | June 24.. | Fogarty Bros.. | Privilege to erect and maintain an electrical line across old canal and Ottawa River at Carillon. |

4.—LACHINE

| | | | |
|-------|------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| | 1903. | | |
| 15036 | July 8.. | John C. McDiarmid..... | Storage lots 5 and 10, between St. Gabriel Basins 3 and 4, Ste. Anne's Ward, Montreal. |
| 15156 | " 25.. | Farquhar Robertson..... | Storage lot No. 16, St. Gabriel Basin, No. 3, Ste. Anne's Ward, Montreal. |
| 15169 | Aug. 5.. | Jos. Decarie Fils & Cie..... | Privilege to lay a 2-in. pipe and draw water from canal between St. Ambroise St. and canal, Montreal. |
| 15170 | " 11.. | Grand Trunk Ry. Co. of Canada.. | Privilege to lay an additional siding 717 feet long along North bank, from Turgeon St. to John St., Montreal. |
| 15173 | " 14.. | Farquhar Robertson. | Storage lot No. 17, St. Gabriel Basin, No. 3, Ste. Anne's Ward, Montreal. |
| 15202 | Sept. 16.. | Canadian Pacific Ry. Co | Privilege to lay a track line of railway along North bank of canal. |
| 15211 | " 28.. | Ferdinand Tremblay..... | Storage lot No. 4, between St. Gabriel Basins, Nos. 3 and 4, Ste. Anne's Ward. |
| 15214 | " 28.. | John McDougall, Caledonian Iron Works Co., Ltd. | Land West of new St. Gabriel Basin, No. 4, Ste. Anne's Ward. |
| 15235 | " 1.. | Grand Trunk Ry. Co. of Canada. | Privilege to lay spur line along North bank at St. Henri. |
| | 1904. | | |
| 15333 | Feb. 6.. | Canadian Pacific Ry. Co. | Lay single track on North bank of canal. |
| | 1903. | | |
| 15268 | Nov. 16.. | Ogilvie Flour Mills Co..... | Cad. lot 1064 and pt. lot 1065 Ste. Anne's Ward, Montreal. |
| | 1904. | | |
| 15384 | Mar. 17.. | Canadian Pacific Ry. Co | Lay two transfer sidings along North bank of canal. |
| 15476 | May 23.. | L. Leger..... | Land above regulating weir at Lachine..... |
| 15477 | " 25.. | Ogdensburg Coal and Towing Co. | Privilege to erect elevator and conveyer, St. Henri. |

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1904—*Continued.*

CANAL.

| Area. | Amount of Water Power. | Term. | Commence-ment of Term. | TERMS OF PAYMENT. | | |
|----------------|------------------------|---------------------|------------------------|-----------------------------------|------------------|-----------------------|
| | | | | Annual Rental. | Due each year. | First Instalment due. |
| | | | | \$ cts. | | |
| 23,304 sq. ft. | 75 h. p. | 10 years | July 1, 1903 | Land \$50, water \$2.50 per h. p. | July 1. | July 1, '03 |
| 1,428 " | | During pleasure | " 1, 1903 | 1 00 | " 1. | " 1, '03 |
| 15,300 " | | 21 years, renewable | " 1, 1902 | 20 00 | Jan. and July 1. | Jan. 1, '03 |
| 2,002 " | | During pleasure | " 1, 1903 | 1 00 | July 1. | July 1, '03 |
| 540 " | | 13 years, renewable | " 1, 1902 | 4 00 | " 1. | " 1, '02 |
| 3 arp. | | During pleasure | April 1, 1904 | 4 50 | April 1. | April 1, '04 |
| 8 " 25 per. | | " | " 1, 1904 | 4 00 | " 1. | " 1, '04 |
| 28 " 13 " | | 21 years | May 1, 1904 | 30 00 | May 1. | May 1, '04 |

CANAL.

| | | | | | | |
|--|--|-----------------|--------------|------|---------|-------------|
| | | During pleasure | June 1, 1904 | 5 00 | June 1. | June 1, '04 |
|--|--|-----------------|--------------|------|---------|-------------|

CANAL.

| | | | | | | |
|----------------|--|-----------------|---------------|----------|----------|--------------|
| 23,214 sq. ft. | | During pleasure | July 1, 1903 | 348 25 | July 1. | July 1, '03 |
| 16,921 " | | " | " 1, 1903 | 211 40 | " 1. | " 1, '03 |
| | | " | June 1, 1903 | 20 00 | June 1. | June 1, '03 |
| | | " | July 1, 1903 | 50 00 | July 1. | July 1, '03 |
| 16,912 sq. ft. | | " | Aug. 1, 1903 | 211 40 | Aug 1. | Aug. 1, '03 |
| | | 21 years | June 1, 1903 | 100 00 | June 1. | June 1, '03 |
| 11,607 sq. ft. | | During pleasure | Oct. 1, 1903 | 145 09 | Oct. 1. | Oct. 1, '03 |
| 32,670 " | | " | June 1, 1903 | 650 00 | June 1. | June 1, '03 |
| | | 21 years | Sept. 1, 1903 | 1 00 | Sept. 1. | Sept. 1, '03 |
| | | 21 " | Jan. 1, 1904 | 100 00 | Jan. 1. | Jan. 1, '04 |
| 59,000 sq. ft. | | During pleasure | Nov. 1, 1903 | 1,180 00 | Nov. 1. | Nov. 1, '03 |
| | | 21 years | Jan. 1, 1904 | 1 00 | Jan. 1. | Jan. 1, '04 |
| 17,100 sq. ft. | | During pleasure | May 1, 1904 | 34 00 | May 1. | May 1, 1904 |
| | | " | " 1, 1904 | 1 00 | " 1. | " 1, 1904 |

4-5 EDWARD VII., A. 1905

No. 3.—WATER POWER and other Public Property leased by the Department of

No. 4.—LACHINE

| No. of Lease. | Date of Signature. | Lessee. | Property Leased. |
|---------------|--------------------|------------------------------------|-------------------------------------------------------------------------------------------|
| | 1903. | | |
| 15478 | Dec. 23. | Jos. Touzin | Land on St. Gabriel Basin No. 1, Montreal |
| | 1904. | | |
| 15482 | May 23. | Canada Malting Co..... | Privilege to lay a 4 in. water pipe and grain elevator leg with conveyor at St. Henri. |
| 15508 | June 10. | Hugh F. Cumming..... | Land at St. Gabriel Basin No. 1 |
| 15518 | " 18. | Grand Trunk Railway Co. of Canada. | Privilege to lay and maintain main track line and spur lines of railway along north bank. |

No. 5.—RIDEAU

| | | | |
|-------|----------|--------------------------------|-----------------------------------------------------------------------------|
| | 1903. | | |
| 15151 | July 21. | Ottawa Improvement Commission | Land in City of Ottawa, Ont. |
| 15152 | " 21. | Geo. L. Dickinson | Surplus water over bulkhead across west branch of canal at Long Island, &c. |
| 15217 | Oct. 6. | Canadian Express Co. | Land on north side of canal, under Sappers' Bridge, in Ottawa, Ont. |
| 15307 | Dec. 21. | Town of Perth | Privilege to lay a 15-in. sewer pipe |
| | 1904. | | |
| 15380 | Feb. 22. | Canada Atlantic Railway Co.... | Parts lots F, G, Tp. of Nepean, Con. C. |
| 15423 | " 23. | Merrickville village..... | Privilege to lay water pipe across canal reserve at head of upper lock. |
| 15483 | May 31. | E. R. Cameron | Land on south side of canal opposite Rideauville... |

No. 6.—SAULT STE.

| | | | |
|-------|----------|--------------------------------|------------------------------------------------------------|
| | 1904. | | |
| 15414 | Mar. 23. | Algoma Central & H. B. Ry. Co. | Privilege to lay and maintain telephone cable under canal. |

7.—TRENT

| | | | |
|-------|---------|-----------------------------------|------------------------------------------------------------------------|
| | 1904 | | |
| 15413 | Apl. 6. | John J. McBain | Pt. lot 3, con. 11, Township of Douro, Peterboro. . . |
| 15480 | May 17. | The Lakefield Portland Cement Co. | Pt. lot 6, con. 5, Township of Smith, Peterborough, and surplus water. |

8.—WELLAND

| | | | |
|-------|-----------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| | 1903. | | |
| 15150 | July 21. | Edward McArdle | Pt. lot No. 23 in 2nd con. of Township of Grantham, Co. of Lincoln, Ont. |
| 15212 | Sept. 23. | The Mutual Natural Gas Co., Ltd. | Privilege to lay and maintain a 2½-in. gas pipe under canal end of ewing bridge between con. 4 and 5 Township of Humberstone, Ont. |

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1904—Continued.

CANAL—Continued.

| Area. | Amount of Water Power. | Term. | Commence- ment of Term. | TERMS OF PAYMENT. | | |
|--------------------|------------------------|----------------------|-------------------------------|-------------------|-------------------|-----------------------------|
| | | | | Annual Rental. | Due each year. | First Instalment due. |
| | | | | \$ cts. | | |
| 3,375 sq. ft. | | During pleasure | July 1, 1903 | 50 00 | July 1.. | July 1, 1903 |
| | | " | May 1, 1904 | 41 00 | May 1.. | May 1, 1904 |
| 3,000 sq. ft. | | " | June 1, 1903 | 45 00 | June 1.. | June 1, 1904 |
| | | 21 years | July 1, 1904 | 1,086 00 | July 1.. | July 1, 1904 |

CANAL.

| | | | | | | |
|-------------------|--|----------------------|---------------|-------|---------------------|---------------|
| 47½ acres. | | 21 years. | June 1, 1903 | 1 00 | June 1.. | June 1, 1903 |
| ..... |  | " ..... | Jan. 1, 1903 | 50 00 | Jan. and July 1. | July 1, 1903 |
| 760 sq. ft. | | During pleasure | Oct. 1, 1903 | 5 00 | Oct. 1.. | Oct. 1, 1903 |
| ..... |  | " ..... | Dec. 1, 1903 | 5 00 | Dec. 1.. | Dec. 1, 1903 |
| 1,678 acres. | | " | Sept. 1, 1903 | 75 00 | Sept. 1.. | Sept. 1, 1903 |
| ..... |  | " ..... | April 1, 1904 | 5 00 | April 1.. | April 1, 1904 |
| 1½ acres. | | " | May 1, 1904 | 5 00 | May 1.. | May 1, 1904 |

MARIE CANAL.

| | | | | | | |
|-------|--|----------------------|--------------|------|----------|--------------|
| | | During pleasure | July 1, 1903 | 5 00 | July 1.. | July 1, 1903 |
|-------|--|----------------------|--------------|------|----------|--------------|

CANAL.

| | | | | | | |
|-------------------|--|-----------------------|--------------|----------|--------------------|-------------|
| 18.54 acres. | | During pleasure. | Mar. 1, 1904 | 18 54 | Mar. 1.. | Mar. 1, '04 |
| 0.5 " | | 21 years, renewable. | Nov. 1, 1903 | 1,210 00 | Nov. and May 1. | Nov. 1, '03 |

CANAL.

| | | | | | | |
|---------------|--|---------------------|--------------|-------|----------|-------------|
| 4 acres. | | During pleasure ... | July 1, 1903 | 8 00 | July 1.. | July 1, '03 |
| ..... |  | " ..... | Oct. 1, 1903 | 10 00 | Oct. 1.. | Oct. 1, '03 |

4-5 EDWARD VII., A. 1905

No. 3.—WATER POWER and other Public Property leased by the Department

| No. of Lease. | Date of Signature. | Lessee. | Property Leased. |
|---------------|--------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| 1903. | | | |
| 15220 | Oct. 6.. | Sarah Hanly.. | Land in Port Colborne, Ont. |
| 15222 | " 6.. | Joseph Taylor .. | " " |
| 15223 | " 6.. | W. M. McCracken .. | " " |
| 15224 | " 6.. | Mary Kelly. | " " |
| 15225 | " 6.. | Richard W. Boyle .. | " " |
| 15226 | " 6.. | Jacob Richards. | " " |
| 15238 | " 26.. | Bell Telephone Co. of Canada .. | Privilege to lay and maintain a cable under canal at Niagara St., St. Catharines, Ont. |
| 15259 | Nov. 19.. | James Wilson .. | Surplus water at Merrickville .. |
| 15308 | Dec. 21.. | Provincial Natural Gas Co .. | Privilege to lay gas pipe across Welland River at Chippawa Creek. |
| 15309 | " 31.. | Imperial Natural Gas Co .. | Privilege to lay a 2-in. pipe across feeder at Dunn- ville, Ont. |
| 1904. | | | |
| 15412 | Feb. 6.. | Provincial Natural Gas Co .. | Privilege to lay gas pipe across canal in Humber- stone Township. |
| 15426 | Apl. 15.. | John M. Howell .. | Pt. lot 15, Township of Thorold, Ont. |
| 15435 | May 4.. | Niagara, St. Catharines & Toronto Ry. Co. | Land w. of w. pier at Port Dalhousie, &c. |
| 15503 | June 11.. | Canadian Association of Amateur Oarsmen. | Pts. lots 21 and 22, con. 1, and pt. lot 23, cons. 2 and 3, Township of Grantham, Ont., and privilege. |
| 15510 | " 22.. | Phin & Co. | Pt. lot 213, Township of Thorold, Ont. |
| 15542 | " 30.. | City of St. Catharines .. | Privilege to lay sewer from Carleton St. into the deep water of the Welland Canal. |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, November 8, 1904.

SESSIONAL PAPER No. 20

of Railways and Canals during the Fiscal Year ended June 30, 1904—*Continued.*

| Area. | Amount of Water Power. | Term. | Commence- ment of Term. | TERMS OF PAYMENT. | | |
|-------------------------|------------------------|----------------------|-------------------------------|-------------------|-------------------|-----------------------------|
| | | | | Annual Rental. | Due each year. | First Instalment due. |
| | | | | \$ cts. | | |
| 2.19 acres. | | During pleasure | Sept. 1, 1903 | 1 00 | Sept. 1. | Sept. 1, '03 |
| 0.83 " | | " | " 1, 1903 | 1 00 | " 1. | " 1, '03 |
| 0.50 " | | " | " 1, 1903 | 1 00 | " 1. | " 1, '03 |
| 0.17 " | | " | " 1, 1903 | 1 00 | " 1. | " 1, '03 |
| 0.66 " | | " | " 1, 1903 | 1 00 | " 1. | " 1, '03 |
| 0.16 " | | " | " 1, 1903 | 1 00 | " 1. | " 1, '03 |
| | | " | Oct. 1, 1903 | 5 00 | Oct. 1. | Oct. 1, '03 |
| | 25 h.p. | 21 years, renewable. | July 12, 1902 | 135 00 | Jan. and July 1. | July 17, '02 |
| | | During pleasure | Jan. 1, 1904 | 5 00 | Jan. 1. | Jan. 1, '04 |
| | | " | Dec. 1, 1903 | 5 00 | Dec. 1. | Dec. 1, '03 |
| | | " | Dec. 1, 1903 | 5 00 | Dec. 1. | Dec. 1, '03 |
| 8 1/2 acres. | | " | Mar. 1, 1903 | 25 00 | Mar. 1. | Mar. 1, '03 |
| 5.14 acres. | | 10 years | May 1, 1904 | 65 00 | May 1. | May 1, '04 |
| 0.23, 2.33, 2.20 acres. | | During pleasure | " 1, 1904 | 1 00 | " 1. | " 1, '04 |
| 20 acres | | To Dec. 31, 1904 | | | | |
| | | During pleasure | July 1, 1904 | 2 00 | July 1. | July 1, '04 |

HAZEN HANSARD,
Law Clerk.

4-5 EDWARD VII., A. 1905

No.

PROPERTY CONVEYED to the Department of Railways and Canals

1.—CANADIAN

| No. of Deed. | Date of Signature. | Grantor. | Lot. | District. |
|--------------|--------------------|-----------------------------------------|-----------------------------------------------------------------------------------|-----------|
| 15441 | Mar. 29, '04 | His Majesty to Canadian Pacific Ry. Co. | Pt. of main line of company's railway; station between Fort William and Manitoba. | |
| 15442 | " 29, '04 | Can. Pac. Ry. Co. | Re above letters patent No 15441. | |

2.—PRINCE EDWARD

| | | | | |
|-------|-------------|-------------------------------|----------------------|------------|
| 15544 | May 12, '04 | Neil Stewart <i>et ux</i> | Land at Curtis Creek | Tp. No. 32 |
| 15545 | " 13, '04 | William Stewart <i>et ux</i> | " " | " |
| 15546 | June 1, '04 | Richard Stockman <i>et ux</i> | " " | " |
| 15551 | May 26, '04 | C. E. McKinnon | " " | " |
| 15574 | " 20, '04 | James Watts <i>et ux</i> | " " | " |

3.—INTERCOLONIAL

| | | | | |
|-------|---------------|--------------------------------------------------|------------------------------------------------------|---------------------|
| 15231 | Aug. 4, '03 | Elizabeth Veith <i>et al.</i> | Land near Spring Hill Jct. | |
| 15262 | Nov. 3, '03 | Fred. W. Sumner <i>et ux</i> | Land in parish of Bathurst | |
| 15304 | " 13, '03 | Alfred Girard | Pt. Lot 27, parish of Ste. Monique | |
| 15319 | Sept. 29, '03 | Joseph E. Pouliot | Pt. Lot 613, Fraserville | Town of Fraserville |
| 15320 | " 14, '03 | Dame Nap. Aubin | Lot No. 423, and Pt. Lot No. 421 | Ste. Flavie Parish |
| 15321 | Nov. 3, '03 | George Rioux | Pt. lots Nos. 484, 485, and 489 | " |
| 15322 | " 3, '03 | D. Rioux | Pt. lots Nos. 486 and 487 | " |
| 15334 | Jan. 27, '04 | Jos. Turgeon | Pt. Lot 409, Lauzon Ward. | Lévis |
| 15336 | Feb. 4, '04 | Allen McDonald <i>et ux</i> | Land at Dartmouth | |
| 15342 | Jan. 21, '04 | His Majesty to Bethel Cemetery Co. | Land at Scotsburn | |
| 15383 | Feb. 23, '04 | Railways and Canals to Public Works. | Pt. lot 427, Lévis, Que | Lévis |
| 15402 | Jan. 21, '04 | B. H. Collins <i>et ux</i> | Land at | Halifax |
| 15403 | Feb. 9, '04 | Jno. Greenway <i>et ux</i> | " | " |
| 15420 | April 5, '04 | Jos. & Ed. Goulet | Pt. Cad. Lot No. 7, St. Lawrence Ward. | Lévis |
| 15421 | July 15, '03 | His Majesty to Dominion Iron and Steel Co., Ltd. | Land covered by water, Pt. of Mugaah's Creek. | Sydney |
| 15422 | April 11, '04 | Sam. Malouin | Privilege to lay sewer pipes at Chaudière Jct., Que. | |
| 15429 | Nov. 9, '03 | Esther McLean | Land at | Barrachois |
| 15443 | Feb. 27, '04 | Wm. A. Patterson | Land near DeBert Stn | |
| 15446 | Mar. 25, '04 | John W. Burton | Land at Halifax, N.S. | |
| 15513 | April 12, '04 | Jane J. Morris | " | |
| 15514 | " 15, '04 | Thos. W. Keating, <i>et ux</i> | " | |
| 15515 | " 13, '04 | Davis & Fraser, <i>et ux</i> | " | |

4.—BEAUHARNOIS

| | | | | |
|-------|-----------|-----------------------------|----------------------------|-------------|
| 15424 | " 19, '04 | His Majesty to Denis Frère. | Parcel of Canal reserve at | Valleyfield |
|-------|-----------|-----------------------------|----------------------------|-------------|

SESSIONAL PAPER No. 20

4.

and Letters Patent granted during the Fiscal Year ended June 30, 1904.

PACIFIC RAILWAY.

| County. | Area. | Amount. | Remarks. |
|---------|-------|---------|--------------------------------------------------------|
| | | \$ cts. | |
| | | | Letters Patent supersedes Nos. 13554, 13555 and 13556. |
| | | | Release. |

ISLAND RAILWAY.

| | | |
|--------------|-----------------|--------|
| Queen's..... | 2.26 acres..... | 226 00 |
| " | 0.91 " | 91 00 |
| " | 3.28 " | 377 20 |
| " | 1 " | 100 00 |
| " | 1.70 " | 170 00 |

RAILWAY.

| | | | |
|------------------------|---------------------|-----------|-----------------|
| Cumberland, N.S. | 14.30 acres..... | 180 28 | |
| Gloucester, N.B. | 2.81 " | 75 00 | |
| Nicolet, Que. | 11,596 sq. ft. | 100 00 | |
| Témiscouata | 18½ arp. | 11,100 00 | |
| Rimouski..... | 5.39 " | 1,617 00 | |
| " | 5.36 " | 536 00 | |
| " | 4.14 " | 414 00 | |
| Lévis..... | 1,640 sq. ft. | 2,296 00 | |
| Halifax, N.S. | 975 " | 386 99 | |
| Pictou, N.S. | | | Letters Patent. |
| Lévis..... | 6,500 " | | O. C. |
| Halifax, N.S. | 2,176 " | 5,000 00 | |
| " | 3,450 " | 2,250 00 | |
| Lévis | 1,622 " | 4,873 09 | |
| Cape Breton, N.S. | | | Letters Patent. |
| | | 100 00 | |
| Cape Breton, N.S. | | 75 00 | |
| Colchester, N.S. | | 360 47 | |
| Halifax, N.S. | 2,618 sq. ft. | 5,000 00 | |
| " | 4,350 " | 3,200 00 | |
| " | 1,000 " | 700 00 | |
| " | 7,200 " | 5,000 00 | |

CANAL.

| | | | |
|------------------|--------------------|----------|-----------------|
| Beauharnois..... | 6,400 sq. ft. | 2,240 00 | Letters Patent. |
|------------------|--------------------|----------|-----------------|

4-5 EDWARD VII., A. 1905

No. 4.—PROPERTY CONVEYED to the Department of Railways and Canals and

5.—CORNWALL

| No. of Deed. | Date of Signature. | Grantor. | Lot. | District. |
|--------------------|--------------------------|-----------------------------------|---------------------------------------------------------------------------|----------------------|
| 15241 | Oct. 24, '03 | Cornelius C. Miller..... | Pt. lots 1 and 2, Con. 1, Sheik's Id. | Tp. of Cornwall..... |
| 15263 | Nov. 19, '03 | James A. Langelier..... | Pt. lot 3, Con. 1, Sheik's Island.. | " |
| 15264 | " 11, '03 | David Tilton | " | " |
| 15433 | April 4, '04 | M. F. Sheets | Pt. lot 2, Con. 1 | " |
| 15434 | " 4, '04 | Jas S. Raymond, <i>et al.</i> ... | Pt. W $\frac{1}{2}$ lot 5, Con. 1 | " |
| 15450 | " 4, '04 | Alonzo S. Raymond, <i>et al.</i> | Pt. E $\frac{1}{2}$ lot 5, and E. $\frac{1}{2}$ lot 6, Sheik's Island. | " |

6.—GALOPS

| | | | | |
|-------|--------------|------------------------|-----------------------------------------|---------------------|
| 15331 | Jan. 29, '04 | Maggie R. Binion. | Pt. W $\frac{1}{2}$ lot 30, Con. 1..... | Tp. of Matilda..... |
|-------|--------------|------------------------|-----------------------------------------|---------------------|

7.—RAPIDE PLAT

| | | | | |
|-------|--------------|-------------------------------|-------------------------------------------|---------------------------|
| 15278 | Oct. 19, '03 | J. Sayeau, <i>et ux</i> | Pt. lots 14 and 15 in Mariatown. | Tp. of Williamsburg |
| 15282 | Dec. 9, '03 | Ruth Rose, <i>et al</i> | Lot 13 and adjoining St., Maria- town. | " |

8.—SOULANGES

| | | | | |
|-------|--------------|---------------------|-------------------------------|---------------------------------|
| 15265 | Aug. 23, '03 | Moise Boyer..... | Lot 74..... | Cascade Pt..... |
| 15305 | Nov. 20, '03 | Alex. Leroux..... | Lots 44 to 47 & 64 to 67..... | St. Michel de Vaudreuil .. |
| 15407 | Mar. 29, '04 | Honoré Leroux | Pt. lots 12 & 107 | St. Ignace du Coteau du Lac. |

9.—TRENT

| | | | | |
|-------|---------------|----------------------------------|-----------------------------------------|--------------|
| 15260 | Sept. 30, '03 | Esther Collins | Pt. W $\frac{1}{2}$ lot 27, Con. 2..... | Eldon..... |
| 15261 | Oct. 22, '03 | Helen Sheehy, <i>et al</i> | Pt. lot 2, 6th Con | Carden |
| 15270 | Nov. 10, '03 | H. Folliott <i>et ux</i> | Pt E $\frac{1}{2}$ lot H 1st Con | Eldon..... |

10.—ST. LAWRENCE

| | | | | |
|-------|--------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------|
| 15285 | Oct. 26, '03 | Alban Dawson, <i>et al.</i> | Pt. Isle au Galop, in St. Law- rence R. | Town of Lisbon |
| 15285 | Nov. 9, '03 | Angus W. Fraser..... | " | " |
| 15285 | Oct. 26, '03 | Alban Dawson, <i>et al</i> | Released for damages consequent upon construction of a dam from Adam's Island to Les Galops Island. | " |

DEPARTMENT OF RAILWAYS AND CANALS,
November 8, 1904.

SESSIONAL PAPER No. 20

Letters Patent granted during the Fiscal Year ended June 30, 1904—*Concluded.*

CANAL

| County. | Area. | Amount. | Remarks. |
|---------------|---------------------|--------------------------------|----------|
| | | \$ cts. | |
| Stormont..... | 6·15 acres..... | \$403.91, \$142 55 costs. | |
| " | 0·78 " | \$130.64, \$78 03 costs. | |
| " | 5·56 " | \$735.60, \$171 72 costs. | |
| " | 8·71 " | \$873.89, \$152 00 costs. | |
| " | 4·31 " | \$1,199.91, \$177 41 costs. | |
| " | 1·17, 2·37 acres... | \$1,828.04, \$141 13 costs. | |

CANAL

| | | | |
|-------------|-----------------|------------|--|
| Dundas..... | 1·43 acres..... | \$2,590 40 | |
|-------------|-----------------|------------|--|

CANAL

| | | | |
|-------------|-----------------|--------|--|
| Dundas..... | 0·12 acres..... | 100 00 | |
| " | 0·20 " | 75 00 | |

CANAL

| | | | |
|----------------|----------------------|-------------------------------|--|
| Vaudreuil..... | 15 perches..... | Pr. \$65.00, Int. \$42.73. | |
| " | | 8 14 | |
| Soulanges..... | 0·67, 0·6 acres..... | 424 80 | |

CANAL

| | | | |
|---------------|-----------------|--------|--|
| Victoria..... | 0·65 acres..... | 40 00 | |
| " | 9·20 " | 200 00 | |
| " | 0·87 " | 40 00 | |

RIVER.

| | | | |
|------------------------|--------------|----------|--|
| St. Lawrence, U.S..... | 1 acre | 4,000 00 | |
| " | " | 1 00 | |
| | | | |

HAZEN HANSARD,
Law Clerk.

1-5 EDWARD VII., A. 1905

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended June 30, 1904.

1.—INTERCOLONIAL RAILWAY.

| No. of Release. | Date of Signature. | Grantor. | Description. | Amount. |
|-----------------|--------------------|--------------------------|------------------------------------------------------------------|---------|
| 1903. | | | | \$ cts. |
| 15289 | Dec. 29 | Ronald J. Nicholson..... | Damages to certain lands at Barachois Harbour, N.S. | 70 00 |
| 15290 | " 23 | Carl White..... | Damages to lot 115 at College Bridge, N.B. | 25 00 |
| 15297 | " 26 | Mrs. M. Thibeault..... | Damages to lot 205 in Parish of St. Simon, Co. of Rimouski, Que. | 140 00 |
| 1904. | | | | |
| 15431 | Mar. 15 | Chas. McIntyre | Improving crossing at McIntyre Lake, Station, N.S. | 35 00 |
| 15506 | May 31 | F. X. Deschamplain..... | Damages to land at Ste. Luce, Co. of Rimouski, Que. | 150 00 |

2.—CULBUTE CANAL.

| | | | | |
|-------|---------|-------------------------------------|-----------------------------------------------------------------------------------|--------|
| 1904 | | | | |
| 15363 | Jan. 26 | Alpheus Colton..... | Damages to land, lots 9 and 10, Tp. of Mansfield.... | 250 00 |
| 15364 | Feb. 8 | F. Hearty, <i>et al.</i> | " " lot 15, Tp. of Litchfield.... | 125 00 |
| 15365 | " 12 | M. & F. Hearty..... | " " " 15, " " | 125 00 |
| 15366 | Jan. 15 | Azaire Pepin..... | " " " 25, " Grand Calumet.... | 75 00 |
| 15367 | " 19 | "..... | " " " 14, " Litchfield.... | 150 00 |
| 15368 | " 5 | Henriette Belanger..... | " " " 2, " Grand Calumet.... | 50 00 |
| 15369 | " 28 | Geo. Dufault..... | " " " 1, " " | 20 00 |
| 15370 | Feb. 17 | Peter McCuaig..... | " " " 18, " " | 87 00 |
| 15371 | " 15 | Norman McCuaig, <i>et al.</i> | " " " 7, " Litchfield.... | 150 00 |
| 15372 | Jan. 21 | Chas. Barsalon..... | " " " 27, " Grand Calumet.... | 15 00 |
| 15373 | " 25 | Jas. T. Pattison..... | " " " 3 & 4 " Litchfield }..... | 122 50 |
| 15374 | " 12 | Wm. Lett..... | " " " 2, " " | |
| 15375 | " 13 | Monique Bertrand..... | " " " 11, " Grand Calumet.... | 20 00 |
| 15376 | " 18 | Jas. & Thos. Hanrahan..... | " " " 20, " " | 200 00 |
| 15377 | " 30 | Joseph Pigeon..... | " " " 7, " " | 180 00 |
| 15378 | Feb. 22 | James Lafferty, <i>et al.</i> | " " " 2, " " | 50 00 |
| 15392 | " 10 | Jno. Lafferty, <i>et al.</i> | " " " 5, " Litchfield.... | 100 00 |
| 15425 | Apl. 15 | Jno. Connolly, <i>et al.</i> | " " " 5, " " | 100 00 |
| 15444 | Mr. 22 | "..... | " " " 28, " Mansfield..... | 175 00 |
| 15444 | Apl. 21 | Patrick Sullivan..... | " " " 33, " Grand Calumet, Oak Island, Tp. of Westmeath, Co. of Renfrew, Ont..... | 150 00 |
| 15533 | June 18 | George Rose..... | " " " 16, " Grand Calumet.... | 60 00 |

3.—FARRAN'S POINT CANAL.

| | | | | |
|-------|---------|----------------------------------|------------------------------------------------------------------------------------|--------------------------------------------------|
| 1903. | | | | |
| 15160 | July 16 | Ira Empey, <i>et al.</i> | Damages consequent upon deprivation of access to waters of St. Lawrence river..... | 150 00 |
| 15291 | Dec. 17 | Margaret S. Brown..... | Damages to lots 13 and 14..... | 75 00 |
| 1904. | | | | |
| 15330 | Feb. 5 | Cyrus Stata..... | " " " "..... | 150 00 |
| 15341 | Feb. 5 | Geo. Pomeroy..... | Damages to lot 14, in Co. Stormont, Ont..... | 35 00 |
| 15344 | " 22 | Mossin Dafeo, <i>et al.</i> | Damages to lots 11 and 12..... | and int. at 5 p.c. from Mar. 27, 1900. 200 00 |

PART V

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1903

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1903.

For the seasons of navigation of 1903 and 1904, all the canals were declared free, consequently no tolls were collected for the present year. The statistics as compiled show the revenue as it would appear if tolls had been collected.

Both the revenue and tonnage show a very large increase on all the canals for the present year, as per statements herewith presented.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows :—

| | |
|---------------|---------------|
| For 1902..... | \$ 227,577 93 |
| For 1903..... | 333,096 86 |

By comparing the statistics of 1902 with 1903, it will be seen that the gross revenue has increased \$105,518.93.

The increases and decreases are as follows :—

| | Increase. | Decrease. |
|-------------------------------|--------------|-----------|
| On the Welland Canal..... | \$ 38,355 21 | ..... |
| " St. Lawrence Canals..... | 58,860 54 | ..... |
| " Chambly Canal..... | 2,048 93 | ..... |
| " Ottawa Canals..... | 4,667 84 | ..... |
| " Rideau Canal..... | 1,142 44 | ..... |
| " St. Peter's Canal..... | 267 20 | ..... |
| " Trent Valley Canals..... | 162 59 | ..... |
| " Murray Canal..... | 64 18 | ..... |
| " Sault Ste. Marie Canal..... | ..... | \$ 50 00 |
| Total.. | \$105,568 93 | \$ 50 00 |
| Total increase..... | 105,518 93 | ..... |

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1903 inclusive.

| Years. | Revenue. | Increase. | Decrease. |
|------------|---------------|-------------|--------------|
| 1891 | \$ 350,351 97 | \$ 2,292 46 | ..... |
| 1892 | 358,711 04 | 8,359 07 | ..... |
| 1893 | 348,012 00 | ..... | \$ 10,699 04 |
| 1894 | 307,824 67 | ..... | 40,187 33 |
| 1895 | 283,211 41 | ..... | 24,613 26 |
| 1896 | 350,061 03 | 66,849 62 | ..... |
| 1897 | 346,758 87 | ..... | 3,302 16 |
| 1898 | 341,679 23 | ..... | 5,079 64 |
| 1899 | 291,652 37 | ..... | 50,026 86 |
| 1900 | 269,116 25 | | 22,536 12 |
| 1901 | 250,949 57 | | 18,166 68 |
| 1902 | 227,577 93 | | 23,371 64 |
| 1903 | 333,096 86 | 105,518 93 | |

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GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of twenty-two years is as follows :—

| QUANTITY PASSED DOWN TO MONTREAL. | | QUANTITY ON WHICH FULL TOLLS WERE PAID. (Free for 1903.) | |
|-----------------------------------|---------|-------------------------------------------------------------|---------------------------------------------|
| | | To ports in Ontario. | Quantity from U. S. Ports to U.S. Ports. |
| | Tons. | Tons. | Tons. |
| 1882 | 180,694 | | 63,881 |
| 1883 | 186,814 | 10,650 | 121,876 |
| 1884 | 142,194 | 12,153 | 104,537 |
| 1885 | 96,569 | 11,909 | 117,346 |
| 1886 | 203,940 | 9,881 | 151,551 |
| 1887 | 185,034 | 11,838 | 134,868 |
| 1888 | 160,358 | 25,599 | 169,664 |
| 1889 | 267,769 | 19,075 | 213,766 |
| 1890 | 288,513 | 16,899 | 245,932 |
| 1891 | 295,509 | 6,805 | 202,710 |
| 1892 | 261,954 | 8,942 | 201,540 |
| 1893 | 501,806 | 25,555 | 222,968 |
| 1894 | 273,651 | 16,699 | 203,979 |
| 1895 | 231,491 | 32,096 | 133,823 |
| 1896 | 461,049 | 73,386 | 160,372 |
| 1897 | 560,254 | 53,257 | 157,756 |
| 1898 | 519,532 | 31,279 | 144,612 |
| 1899 | 332,746 | 40,197 | 68,011 |
| 1900 | 244,661 | 17,525 | 84,589 |
| 1901 | 151,566 | 13,732 | 83,370 |
| 1902 | 208,215 | 22,787 | 81,164 |
| 1903 | 351,936 | 29,062 | 111,828 |

* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg, in 1891, 17,817 tons; in 1892, 4,341 tons; in 1893, 71,445 tons; in 1894, 23,030 tons; in 1895, 18,987 tons; in 1896, 77,355 tons; in 1897, 89,659 tons; in 1898, 40,257 tons; in 1899, 48,823 tons; in 1900, 38,403 tons; in 1901, 17,387 tons; in 1902, 34,060 tons, and 40,641 tons in 1903.

The tolls on grain for passage through the Welland Canal prior to 1884 were 20 cents a ton; since that date, however, reductions have been made by Orders in Council from year to year as follows:—Upon the urgent request of forwarders and others interested in the grain trade, a reduction was made of one-half the usual rate of tolls on grain passing down the Welland Canal and the St. Lawrence Canals to Montreal; and in 1885 tolls were reduced to 2 cents a ton, and thereafter from year to year, including 1891.

In 1892 the tolls were reduced to 2 cents a ton on grain passed down the Welland and St. Lawrence Canals and exported, and in such cases only.

In 1893 by Order in Council of February 13, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal, irrespective of its destination, and the same rate of tolls for 1894 were allowed by O.C., April 16, 1894.

For the year 1895 (O.C., April 1, 1895), the same rate of tolls was allowed as was granted for the year 1894.

For the year 1896 (O.C., April 23, 1896), the same rate of tolls was allowed as was granted for the year 1895.

For the year 1897 (O.C., April 17, 1897), the same rate of tolls was allowed as was granted for the year 1896.

For the year 1898 (O.C., June 1, 1898), the same rate of tolls was allowed as was granted for the year 1897.

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For the year 1899 (O.C., April 10, 1899), the same rate of tolls was allowed as was granted for the year 1898.

For the year 1900 (O.C., February 20; 1900), the same rate of tolls was allowed as was granted for the year 1899.

For the year 1901 (O.C., May 3, 1901), the same rate of tolls was allowed as was granted for the year 1900.

For the year 1902 (O.C., April 1, 1902), the same rate of tolls was allowed as was granted for the year 1901.

For the year 1903 the canals were declared free of tolls. O.C., April 27, 1903.

The rate through the St. Lawrence Canals only, was 10 cents a ton.

It may be remarked that goods having paid full tolls on the Welland Canal are allowed to pass down the St. Lawrence Canals to Montreal free from payment of any further tolls.

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 273,651 tons in 1894 to 351,936 tons in 1903, and the quantity passed down the Welland Canal from United States ports to United States, has decreased from 203,979 to 111,828 tons for the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 13 years, is reported as follows :—

| | Tons. |
|----------------|---------|
| For 1891 | 184,410 |
| 1892 | 291,680 |
| 1893 | 147,610 |
| 1894 | 60,666 |
| 1895 | 51,114 |
| 1896 | 153,717 |
| 1897 | 228,611 |
| 1898 | 293,391 |
| 1899 | 209,170 |
| 1900 | 229,624 |
| 1901 | 227,700 |
| 1902 | 263,861 |
| 1903 | 253,959 |

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was :—

| | Tons. |
|----------------|---------|
| For 1891 | 320,434 |
| 1892 | 302,899 |
| 1893 | 532,084 |
| 1894 | 288,015 |
| 1895 | 247,550 |
| 1896 | 495,898 |
| 1897 | 604,200 |
| 1898 | 575,097 |
| 1899 | 372,291 |
| 1900 | 295,928 |
| 1901 | 203,316 |
| 1902 | 242,225 |
| 1903 | 400,057 |

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Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEA-BOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canal to Montreal, is as follows:—

| | Tons. |
|------------------------------|---------|
| For 1902 | 242,225 |
| 1903 | 400,067 |
| Showing an increase of | 157,842 |

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

| | Tons. |
|-----------------------------|---------|
| For 1902 | 263,861 |
| 1903 | 253,959 |
| Showing a decrease of | 9,902 |

The quantity of grain arrived at tide-water by New York Canals, is reported as follows:—

| | Tons. |
|------------------------------|---------|
| For 1902 | 318,677 |
| 1903 | 327,840 |
| Showing an increase of | 9,163 |

The quantity of grain carried to tide-water by the New York railways, is reported as follows:—

| | Tons. |
|-----------------------------|-----------|
| For 1902 | 4,558,536 |
| 1903 | 3,793,973 |
| Showing a decrease of | 764,563 |

The increases and decreases for 1903 as compared with 1902 on the several routes, competing for the carrying trade to the sea-board, are as follows:—

| | Increase. | Decrease. | Increase. | Decrease. |
|--------------------------------------------------|-----------|-----------|-----------|-----------|
| | Tons. | Tons. | Per cent. | Per cent. |
| On the St. Lawrence Canals..... | 157,842 | | 65.21 | |
| " Canadian Pacific and Grand Trunk Railways..... | | 9,902 | | 3.72 |
| " New York Canals..... | 9,163 | | 2.88 | |
| " " Railways | | 764,563 | | 16.77 |

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to the United States ports, Oswego, Ogdensburg, &c., has decreased from 330,403 tons in 1892 to 213,449 tons in 1903 and the quantity to Ontario ports, between Port Dalhousie and Cornwall, and an increase from 69,886 tons in 1892 to 111,360 tons in 1903. The quantity passed down to Montreal shows an increase from 267,485 tons in 1892 to 390,786 tons in 1903.

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TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston and Prescott for fifteen years, is as follows:—

In Canadian vessels there were in—

| | Tons. |
|--------------------------------------------------------|---------|
| 1889, 208 Cargoes, with an aggregate quantity of | 165,117 |
| 1890, 203 " " | 184,275 |
| 1891, 209 " " | 190,664 |
| 1892, 158 " " | 159,018 |
| 1893, 146 " " | 148,962 |
| 1894, 125 " " | 159,145 |
| 1895, 123 " " | 136,617 |
| 1896, 196 " " | 227,912 |
| 1897, 180 " " | 229,265 |
| 1898, 166 " " | 224,021 |
| 1899, 162 " " | 221,306 |
| 1900, 325 " " | 183,200 |
| 1901, 112 " " | 132,558 |
| 1902, 131 " " | 175,514 |
| 1903, 170 " " | 218,840 |

In the United States vessels there were in—

| | Tons. |
|-------------------------------------------------------|---------|
| 1888, 60 Cargoes, with an aggregate quantity of | 43,667 |
| 1889, 114 " " | 108,358 |
| 1890, 35 " " | 35,560 |
| 1891, 77 " " | 90,153 |
| 1892, 89 " " | 109,812 |
| 1893, 257 " " | 328,269 |
| 1894, 84 " " | 106,236 |
| 1895, 56 " " | 73,987 |
| 1896, 158 " " | 217,978 |
| 1897, 197 " " | 285,847 |
| 1898, 339 " " | 464,852 |
| 1899, 167 " " | 205,571 |
| 1900, 259 " " | 163,575 |
| 1901, 135 " " | 123,229 |
| 1902, 135 " " | 136,652 |
| 1903, 219 " " | 273,986 |

Fifty-six Canadian and 18 American vessels took cargoes of 99,582 tons through to Montreal intact in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1895, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1903 and the four previous years is given below.

The total number of grain-laden vessels lightened at this port in 1903 was 117, against 99 the previous year.

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The quantity of grain lightened was as follows :—

| Articles. | 1899. | 1900. | 1901. | 1902. | 1903. |
|--------------|---------|---------|---------|---------|---------|
| | Bush. | Bush. | Bush. | Bush. | Bush. |
| Wheat | 390,162 | 272,609 | 393,490 | 577,697 | 670,302 |
| Corn | 638,143 | 448,256 | 556,911 | 529,651 | 834,718 |
| Rye | 7,065 | Nil. | Nil. | Nil. | 13,768 |
| Oats | Nil. | Nil. | 76,236 | 5,824 | 2,765 |
| Barley | Nil. | Nil. | 27,115 | Nil. | 13,242 |

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1903 was 1,002,919 tons ; of this quantity 23,102 tons were way or local freight.

There were 732,829 tons of freight passed eastwards, and 270,090 tons passed westwards.

East and west bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland Canal during the season of 1903 was 979,817 tons.

Of this quantity 715,595 tons were east bound and 264,222 west bound freight.

Of the east bound through freight, Canadian vessels carried 324,176 tons and United States vessels carried 391,419 tons ; and of the west bound through freight Canadian vessels carried 76,315 tons and United States vessels carried 187,907 tons, or a total of 400,491 tons for Canadian and 579,326 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1903 was 1,681,206 tons ; of this quantity 1,222,609 tons passed eastward and 458,597 passed westward.

East and west bound Through Freight.

The total quantity of through freight was 967,817 tons ; of this quantity 756,379 tons were east bound and 211,438 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 466,230 tons were east bound and 247,159 tons west bound freight.

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THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during fifteen years, is as follows :—

| | Eastward to Montreal. Tons. | Westward from Montreal. Tons. |
|-----------|-----------------------------------|-------------------------------------|
| 1889..... | 298,197 | 25,370 |
| 1890..... | 231,746 | 13,951 |
| 1891..... | 309,593 | 14,060 |
| 1892..... | 263,144 | 9,452 |
| 1893..... | 508,016 | 16,545 |
| 1894..... | 292,191 | 9,439 |
| 1895..... | 266,659 | 10,555 |
| 1896..... | 480,077 | 10,050 |
| 1897..... | 584,246 | 4,542 |
| 1898..... | 538,108 | 4,436 |
| 1899..... | 354,933 | 5,991 |
| 1900..... | 288,251 | 6,217 |
| 1901..... | 184,420 | 13,714 |
| 1902..... | 250,475 | 25,289 |
| 1903..... | 390,786 | 100,699 |

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of fifteen years, is as follows :—

| | Eastward. Tons. | Westward. Tons. | Total. Tons. |
|-----------|--------------------|--------------------|-----------------|
| 1889..... | 297,353 | 266,231 | 563,584 |
| 1890..... | 318,259 | 215,698 | 533,957 |
| 1891..... | 306,257 | 247,543 | 553,800 |
| 1892..... | 300,733 | 240,332 | 541,065 |
| 1893..... | 384,559 | 247,108 | 631,667 |
| 1894..... | 361,319 | 230,948 | 592,267 |
| 1895..... | 255,259 | 214,520 | 469,779 |
| 1896..... | 385,695 | 267,518 | 653,213 |
| 1897..... | 353,863 | 210,831 | 564,694 |
| 1898..... | 277,023 | 210,516 | 487,539 |
| 1899..... | 225,491 | 135,038 | 360,529 |
| 1900..... | 218,969 | 99,560 | 318,529 |
| 1901..... | 190,476 | 83,543 | 274,019 |
| 1902..... | 224,110 | 44,919 | 269,029 |
| 1903..... | 221,074 | 149,151 | 370,225 |

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 101,196 tons, as compared with the previous year ; and a decrease of 193,359 tons as compared with 1889.

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The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1903 inclusive :—

| Fiscal Year. | Aggregate number. of Vessels. | Total quantity transported on the Welland Canal. | Quantity passed from United States ports to United States ports. |
|------------------------------|----------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------|
| | Number. | Tons. | Tons. |
| 1867 | 5,405 | 933,260 | 458,396 |
| 1868 | 6,157 | 1,161,821 | 641,711 |
| 1869 | 6,069 | 1,231,903 | 688,700 |
| 1870 | 7,366 | 1,311,956 | 747,567 |
| 1871 | 7,729 | 1,478,122 | 772,756 |
| <i>Season of navigation.</i> | | | |
| 1872 | 6,063 | 1,333,104 | 606,627 |
| 1873 | 6,425 | 1,506,484 | 656,208 |
| 1874 | 5,814 | 1,389,173 | 748,557 |
| 1875 | 4,242 | 1,038,050 | 477,809 |
| 1876 | 4,789 | 1,090,810 | 488,815 |
| 1877 | 5,129 | 1,175,398 | 493,841 |
| 1878 | 4,429 | 968,758 | 373,738 |
| 1879 | 3,960 | 865,664 | 284,043 |
| 1880 | 4,104 | 819,934 | 179,605 |
| 1881 | 3,532 | 686,506 | 194,173 |
| 1882 | 3,334 | 790,643 | 282,806 |
| 1883 | 3,267 | 1,005,156 | 432,611 |
| 1884 | 3,138 | 837,811 | 407,079 |
| 1885 | 2,738 | 784,928 | 384,509 |
| 1886 | 3,589 | 980,135 | 464,478 |
| 1887 | 2,785 | 777,918 | 340,501 |
| 1888 | 2,647 | 878,800 | 434,753 |
| 1889 | 2,975 | 1,085,273 | 553,584 |
| 1890 | 2,883 | 1,016,165 | 533,967 |
| 1891 | 2,594 | 975,013 | 553,800 |
| 1892 | 2,615 | 965,554 | 541,065 |
| 1893 | 2,843 | 1,294,823 | 631,667 |
| 1894 | 2,412 | 1,008,221 | 592,267 |
| 1895 | 2,222 | 869,595 | 469,779 |
| 1896 | 2,766 | 1,279,987 | 653,213 |
| 1897 | 2,725 | 1,274,292 | 564,694 |
| 1898 | 2,384 | 1,140,077 | 487,539 |
| 1899 | 2,202 | 789,770 | 360,529 |
| 1900 | 2,399 | 719,360 | 318,529 |
| 1901 | 1,547 | 620,209 | 274,019 |
| 1902 | 1,568 | 665,387 | 269,029 |
| 1903 | 1,787 | 1,002,919 | 370,225 |

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The total quantity of freight passed through the several divisions of the canals during the season of 1903 is as follows :—

| | Farm Stock. | Forest Produce of Wood. | Manufac- tures. | Merchan- dise. | Agricultural Products. | Total. |
|-----------------------|----------------|----------------------------------|--------------------|-------------------|---------------------------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Welland..... | 2 | 158,721 | 85,647 | 214,556 | 543,993 | 1,002,919 |
| St. Lawrence..... | 1,770 | 191,813 | 162,515 | 523,564 | 801,544 | 1,681,206 |
| Chambly..... | 374 | 188,336 | 7,647 | 112,334 | 37,881 | 346,571 |
| Ottawa..... | 1,410 | 410,620 | 726 | 15,557 | 8,160 | 436,473 |
| Ridesau..... | 19 | 29,093 | 3,600 | 21,848 | 6,560 | 61,120 |
| St. Peters..... | 17 | 21,691 | 5,494 | 49,681 | 13,981 | 90,864 |
| Murray..... | 8 | 7,405 | 8,195 | 8,940 | 5,841 | 30,389 |
| Trent Valley..... | 219 | 40,477 | 74 | 113 | 1,524 | 42,407 |
| Sault Ste. Marie..... | 61 | 76,725 | 110,683 | 3,884,140 | 1,440,259 | 5,511,868 |

The total quantity of freight moved on the Welland Canal was 1,002,919 tons, of which 543,993 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,681,206 tons, of which 801,544 were agricultural products, and 523,564 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 436,473 tons ; of this quantity 410,620 tons were the produce of the forest.

STATISTICAL COMPARISON OF VARIOUS UNITED STATES ROUTES.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to statement H, as to the quantity of vegetable food carried to tide-water, it will be observed that the quantity carried by the New York Canals was 512,601 tons in 1903, 489,053 in 1902, 557,099 in 1901, 472,857 in 1900, 577,486 in 1899, 653,027 in 1898, 744,575 in 1897, 957,182 in 1896, 606,505 in 1895, 1,400,129 in 1894, 1,450,116 in 1893, 937,999 in 1892, and 1,092,385 in 1891.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being :—

| | Tons. | | Tons. |
|--------------|-----------|---------------|------------|
| In 1903..... | 5,548,603 | In 1887 | *3,847,766 |
| 1902..... | 6,532,263 | 1886 | *3,802,262 |
| 1901..... | 6,334,001 | 1885 | 4,105,594 |
| 1900 | 6,053,005 | 1884..... | 3,639,805 |
| 1899..... | 6,211,827 | 1883..... | 4,422,461 |
| 1898..... | 7,060,542 | 1882..... | 3,885,557 |
| 1897..... | 5,673,638 | 1880..... | 4,732,385 |
| 1896..... | 5,183,540 | 1869..... | 1,087,809 |
| 1895..... | 3,798,574 | | |
| 1894..... | 4,281,056 | | |
| 1893.....* | 5,107,426 | | |
| 1892..... | 5,913,013 | | |
| 1891..... | 3,565,381 | | |
| 1890..... | 4,336,199 | | |
| 1889..... | 3,654,984 | | |
| 1888..... | 3,197,734 | | |

* Flour and grain only.

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The following figures are an abstract of the quantities of vegetable food carried to tide-water by the canals and railways of the State of New York during thirty-five years :—

| | Canals. | Railways. | Total. | Proportions by canals. |
|-------|-----------|-----------|-----------|------------------------------|
| | Tons. | Tons. | Tons. | Tons. |
| 1869. | 1,302,613 | 1,087,809 | 2,390,342 | 545 |
| 1870. | 1,295,010 | 1,766,457 | 3,061,467 | 423 |
| 1871. | 1,850,198 | 2,205,689 | 4,055,787 | 456 |
| 1872. | 1,674,320 | 1,870,614 | 3,544,934 | 472 |
| 1873. | 1,745,171 | 2,036,992 | 3,782,163 | 461 |
| 1874. | 1,767,598 | 2,791,517 | 4,559,115 | 387 |
| 1875. | 1,305,550 | 2,343,241 | 3,648,791 | 357 |
| 1876. | 1,064,293 | 2,875,803 | 3,940,096 | 270 |
| 1877. | 1,498,984 | 2,493,683 | 3,992,667 | 375 |
| 1878. | 1,912,734 | 3,695,764 | 5,608,498 | 341 |
| 1879. | 1,833,399 | 4,353,617 | 6,187,016 | 296 |
| 1880. | 2,371,090 | 4,732,385 | 7,103,475 | 333 |
| 1881. | 1,116,561 | 4,983,722 | 6,100,283 | 183 |
| 1882. | 1,118,776 | 3,885,557 | 5,004,333 | 223 |
| 1883. | 1,379,000 | 4,422,461 | 5,801,461 | 237 |
| 1884. | 1,236,986 | 3,639,805 | 4,876,791 | 253 |
| 1885. | 1,063,310 | 4,105,594 | 5,168,904 | 205 |
| 1886. | 1,489,886 | 3,802,262 | 5,292,148 | 281 |
| 1887. | 1,539,403 | 3,847,766 | 5,387,169 | 285 |
| 1888. | 1,166,958 | 3,197,734 | 4,364,692 | 267 |
| 1889. | 1,296,896 | 3,654,984 | 4,951,880 | 262 |
| 1890. | 1,167,901 | 4,336,199 | 5,504,100 | 212 |
| 1891. | 1,092,355 | 3,565,381 | 4,657,736 | 234 |
| 1892. | 937,999 | 5,913,013 | 6,851,012 | 137 |
| 1893. | 1,452,563 | 5,107,426 | 6,599,989 | 224 |
| 1894. | 1,400,129 | 4,281,056 | 5,681,185 | 327 |
| 1895. | 602,505 | 3,798,574 | 4,401,079 | 159 |
| 1896. | 957,182 | 5,183,540 | 6,140,722 | 156 |
| 1897. | 744,575 | 5,673,638 | 6,418,213 | 116 |
| 1898. | 653,027 | 7,060,542 | 7,713,569 | 085 |
| 1899. | 577,486 | 6,211,827 | 6,789,313 | 086 |
| 1900. | 472,857 | 6,053,005 | 6,525,862 | 073 |
| 1901. | 557,099 | 6,334,001 | 6,891,100 | 081 |
| 1902. | 489,053 | 6,532,263 | 7,021,316 | 069 |
| 1903. | 512,601 | 5,548,603 | 6,061,204 | 081 |

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA THE STATE
OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried :—

| | Per cent. | | Per cent. |
|----------|-----------|----------|-----------|
| In 1859. | 68.9 | In 1886. | 16.9 |
| 1869. | 47.0 | 1887. | 16.3 |
| 1870. | 38.9 | 1888. | 18.8 |
| 1871. | 38.9 | 1889. | 15.1 |
| 1872. | 40.1 | 1890. | 13.9 |
| 1873. | 34.9 | 1891. | 13.4 |
| 1874. | 31.7 | 1892. | 9.8 |
| 1875. | 28.4 | 1893. | 10.1 |
| 1876. | 24.6 | 1894. | 10.2 |
| 1877. | 28.3 | 1895. | 9.7 |
| 1878. | 27.1 | 1896. | 8.5 |
| 1879. | 23.7 | 1897. | 8.3 |
| 1880. | 25.1 | 1898. | 6.9 |
| 1881. | 18.5 | 1899. | 7.2 |
| 1882. | 19.0 | 1900. | 5.2 |
| 1883. | 18.7 | 1901. | 5.1 |
| 1884. | 19.0 | 1902. | 5.5 |
| 1885. | 17.1 | 1903. | 5.6 |

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The quantity of freight carried by the canals and railways was greater in 1903 by 207,734 tons than the quantity carried in 1902 and an increase of 59,880,334 tons over 1869.

The quantities carried were as follows :—

| | Total Tonnage. | Proportion by canals. |
|---------------|----------------|-----------------------------|
| In 1859 | 5,485,076 | ·6890 |
| 1869 | 12,453,174 | ·4705 |
| 1870 | 15,148,274 | ·3895 |
| 1871 | 15,844,152 | ·3896 |
| 1872 | 16,631,609 | ·4012 |
| 1873 | 18,200,208 | ·3497 |
| 1874 | 18,283,547 | ·3174 |
| 1875 | 17,101,758 | ·2841 |
| 1876 | 16,948,627 | ·2462 |
| 1877 | 17,489,770 | ·2833 |
| 1878 | 19,017,301 | ·2719 |
| 1879 | 22,590,766 | ·2373 |
| 1880 | 25,706,586 | ·2512 |
| 1881 | 27,857,394 | ·1859 |
| 1882 | 28,693,054 | ·1905 |
| 1883 | 30,167,119 | ·1877 |
| 1884 | 26,293,844 | ·1905 |
| 1885 | 27,543,948 | ·1718 |
| 1886 | 31,168,744 | ·1698 |
| 1887 | 34,029,791 | ·1632 |
| 1888 | 26,244,610 | ·1883 |
| 1889 | 35,466,042 | ·1514 |
| 1890 | 37,624,199 | ·1394 |
| 1891 | 38,524,179 | ·1343 |
| 1892 | 43,618,569 | ·0982 |
| 1893 | 42,953,233 | ·1009 |
| 1894 | 37,916,412 | ·1024 |
| 1895 | 36,170,339 | ·0967 |
| 1896 | 43,756,051 | ·0849 |
| 1897 | 43,711,512 | ·0828 |
| 1898 | 49,311,030 | ·0682 |
| 1899 | 51,702,761 | ·0713 |
| 1900 | 65,433,541 | ·0512 |
| 1901 | 65,640,837 | ·0506 |
| 1902 | 72,075,774 | ·0549 |
| 1903 | 72,283,508 | ·0559 |

Average freight rates, grain, Chicago to Buffalo:—(as reported by the Secretary Merchants' Exchange, Buffalo).

| Year. | Wheat. | Year. | Wheat. |
|-----------|--------|-----------|--------|
| 1881..... | 3·2 | 1893..... | 1·6 |
| 1882..... | 2·5 | 1894..... | 1·2 |
| 1883..... | 3·5 | 1895..... | 1·9 |
| 1884..... | 2·1 | 1896..... | 1·7 |
| 1885..... | 2·0 | 1897..... | 1·5 |
| 1886..... | 3·6 | 1898..... | 1·5 |
| 1887..... | 4·1 | 1899..... | 2·5 |
| 1888..... | 2·7 | 1900..... | 1·8 |
| 1889..... | 2·5 | 1901..... | 1·6 |
| 1890..... | 1·9 | 1902..... | 1·5 |
| 1891..... | 2·5 | 1903..... | 1·4 |
| 1892..... | 2·2 | | |

Average twenty-three years. 2·3

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STATEMENT of the Quantity of Grain and Rolling Freight passed down the St. Lawrence Canals from Côteau Landing to Montreal during the Years 1899, 1900, 1901, 1902 and 1903.

| | GRAIN. | | | | | | | | | |
|----------------|---------|-----------|---------|------------|---------|------------|---------|-----------|---------|-----------|
| | 1899. | | 1900. | | 1901. | | 1902. | | 1903. | |
| | Tons. | Bushels. | Tons. | Bushels. | Tons. | Bushels. | Tons. | Bushels. | Tons. | Bushels. |
| Barley..... | 8,133 | 338,538 | 600 | 24,967 | | | | | | |
| Buckwheat..... | | | 11 | 460 | | | | | | |
| Corn..... | 174,932 | 6,176,143 | 154,815 | 5,525,845 | 71,459 | 2,532,107 | 11,732 | 418,791 | 109,937 | 3,920,137 |
| Oats..... | 8,357 | 491,589 | 16,803 | 1,005,029 | 7,831 | 460,043 | 3,899 | 223,262 | 338 | 19,865 |
| Pease..... | 237 | 7,900 | 142 | 4,700 | | | | | | |
| Rye..... | 1,474 | 52,643 | 3,925 | 140,434 | 5,141 | 193,607 | 11,552 | 395,207 | 3,495 | 124,709 |
| Wheat..... | 66,635 | 2,221,167 | 126,963 | 4,215,721 | 207,403 | 6,913,434 | 216,905 | 7,208,486 | 175,954 | 5,837,504 |
| Total..... | 259,763 | 9,287,980 | 303,259 | 10,917,156 | 291,834 | 10,119,191 | 243,448 | 8,251,746 | 289,724 | 9,902,215 |

| | ROLLING FREIGHT. | | | | | | | | | |
|---------------------------|------------------|----------|-------|----------|--------|----------|--------|----------|-------|----------|
| | 1899. | | 1900. | | 1901. | | 1902. | | 1903. | |
| | Tons. | Bushels. | Tons. | Bushels. | Tons. | Bushels. | Tons. | Bushels. | Tons. | Bushels. |
| Flax seed..... | 20,290 | | 3,779 | | 17,208 | | 11,806 | | 6,347 | |
| Flax and hemp..... | | | 941 | | | | | | | |
| Flour..... | 20,745 | | 8,255 | | 7,290 | | 10,615 | | 9,788 | |
| Furniture..... | 617 | | 1,695 | | | | 689 | | 18 | |
| Lard and lard oil..... | 779 | | 448 | | 588 | | | | | |
| Meals..... | | | | | 1,255 | | 5,900 | | 9,415 | |
| Oil Cake..... | 2,539 | | | | | | | | | |
| Meats..... | | | | | | | | | | |
| Pork..... | 1,259 | | 418 | | 372 | | | | 464 | |
| Seeds, all kinds..... | 1,703 | | | | | | 283 | | 18 | |
| All other vegetables..... | | | | | | | | | | |
| Nails..... | | | | | | | | | | |
| Oils..... | | | | | | | | | | |
| Sugar..... | 896 | | | | 28 | | | | | |
| Tallow..... | 32 | | 373 | | | | | | | |
| Merchandise..... | 762 | | 696 | | 1 | | 5 | | | |
| Barrels, empty..... | 420 | | | | | | | | | |
| Firewood..... | | | | | 1,935 | | 180 | | | |

| Bois de service. | 459 | 379 |
|------------------|---------|---------|
| Articles en bois | 40 | |
| Total..... | 29,182 | 29,657 |
| Grand total..... | 321,016 | 273,145 |
| | | 43,674 |
| | | 256,999 |

COMPARATIVE STATEMENT of the Commerce through the United States .St. Mary's Falls Canal and Canadian Sault Ste. Marie Canal for the Season of 1902 and 1903.

| | TRAFFIC FOR 1903. | | TOTAL TRAFFIC FOR | | INCREASE. | DECREASE. |
|--------------------------------|----------------------|-----------------|-------------------|-----------------|-----------|------------|
| | United States Canal. | Canadian Canal. | Season of 1903. | Season of 1902. | | |
| Vessels..... | 14,244 | 4,351 | 18,595 | 22,631 | | 4,036 |
| Tonnages registered..... | 8,400 | 3,242 | 11,642 | 12,945 | | 1,293 |
| Net tons..... | 22,973,698 | 4,762,746 | 27,736,444 | 32,012,823 | | 4,275,879 |
| " freight..... | 29,162,569 | 5,511,868 | 34,674,437 | 38,962,063 | | 1,287,626 |
| Passengers..... | 22,765 | 32,410 | 55,175 | 59,446 | | 4,271 |
| Coal (hard)..... | 1,030,405 | 118,602 | 1,149,015 | 309,948 | 839,067 | |
| " (soft)..... | 4,908,450 | 880,178 | 5,788,628 | 4,512,321 | 1,276,307 | |
| Flour..... | 4,284,453 | 2,808,927 | 7,093,380 | 8,916,156 | | 1,812,775 |
| Bushels..... | 29,152,237 | 32,232,315 | 61,384,552 | 76,746,949 | | 15,361,797 |
| Wheat (excluding wheat)..... | 25,941,198 | 6,154,448 | 32,095,646 | 23,312,513 | 6,783,133 | |
| Grain..... | 113,155 | 80,112 | 198,267 | 214,909 | | 21,542 |
| Manufactured and pig iron..... | 310,298 | 144,584 | 454,882 | 444,319 | 10,563 | |
| Salt..... | 105,398 | 17,491 | 122,877 | 120,980 | | 7,983 |
| Copper..... | 18,971,398 | 2,883,500 | 21,654,898 | 25,300,800 | | 3,645,902 |
| Iron ore..... | 972,582,818 | 30,609,187 | 1,003,192,000 | 1,077,932,942 | | 74,740,942 |
| " B. M. Lumber..... | | | | | | 1 |
| Silver ore..... | 20,196 | 1,104 | 21,300 | 46,702 | | 19,402 |
| Building stone..... | 416,383 | 243,456 | 659,839 | 742,742 | | 82,903 |
| Unclassified freight..... | | | | | | |

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The United States canal was open to navigation during the season of—

| | |
|------------|-----------|
| 1889..... | 234 days. |
| 1890..... | 228 " |
| 1891..... | 225 " |
| 1892..... | 233 " |
| 1893..... | 219 " |
| 1894..... | 234 " |
| 1895..... | 231 " |
| 1896..... | 232 " |
| 1897..... | 234 " |
| 1898..... | 241 " |
| 1899..... | 231 " |
| 1900..... | 238 " |
| 1901..... | 230 " |
| •1902..... | 256 " |
| 1903..... | 249 " |

The Canadian canal was open to navigation during the season of—

| | |
|-----------|----------|
| 1895..... | 87 days. |
| 1896..... | 218 " |
| 1897..... | 238 " |
| 1898..... | 243 " |
| 1899..... | 239 " |
| 1900..... | 238 " |
| 1901..... | 246 " |
| 1902..... | 264 " |
| 1903..... | 256 " |

The average number of vessels passing per day through the two canals for the season of 1903 was seventy-four.

R. DEVLIN,

Compiler of Canal Statistics.

OTTAWA,

EXPORTS by Lake from Chicago to Canada during the Season of Navigation in 1903.

(From Report of Board of Trade of Chicago.)

| Commodities. | | Quantity. | Value. |
|-------------------------------|----------|-----------|--------------|
| | | | \$ cts. |
| Corn..... | Bushels. | 4,897,652 | 2,432,825 00 |
| Rye..... | " | 246,066 | 125,140 00 |
| Wheat..... | " | 1,452,427 | 1,113,448 00 |
| Flour..... | Barrels. | 7,135 | 25,840 00 |
| Mill-stuffs..... | Sacks. | 350 | 400 00 |
| Grass-seed..... | " | 500 | 2,194 00 |
| Oil-cake..... | " | 12,550 | 44,000 00 |
| Broom-corn..... | Bales. | 470 | 5,766 00 |
| Pork..... | Barrels. | 4,355 | 68,785 00 |
| Manufactures of iron..... | Tons. | | 1,376 00 |
| Unclassified merchandise..... | " | 7,890 | 44,666 00 |
| Total value..... | | | 3,864,440 00 |

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GRAIN FREIGHTS BY LAKE - SEASON OF 1903.

The following were the correct rates on Wheat and Corn from Chicago to Buffalo, Ogdensburg, Depot Harbour and Montreal; also to New York by Lake and Erie Canal for each week during the Season of Navigation.

| | TO BUFFALO. | | TO OGDENSBURG. | | TO DEPOT HARBOUR. | | TO MONTREAL. | | ERIE CANAL, BUFFALO TO NEW YORK. | | * CHICAGO TO NEW YORK, LAKE AND CANAL. | |
|----------|-------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|------------------|----------------------------------|------------------|----------------------------------------|------------------|
| | Wheat per bushel. | Corn per bushel. | Wheat per bushel. | Corn per bushel. | Wheat per bushel. | Corn per bushel. | Wheat per bushel. | Corn per bushel. | Wheat per bushel. | Corn per bushel. | Wheat per bushel. | Corn per bushel. |
| 1903. | | | | | | | | | | | | |
| April 11 | 2 | cts. | | cts. | | cts. | | cts. | | cts. | | cts. |
| " 18 | 2 | 14 | | 44 | | 14 | | 54 | | | | |
| " 25 | 13 | 14 | | 44 | | 14 | | | | | | |
| May 2 | 14 | 14 | | 44 | | 14 | | | | | | |
| " 9 | 14 | 14 | | 4 | | 14 | | 58 | | | | 44 |
| " 16 | 14 | 14 | | | | 14 | | | | | | |
| " 23 | 14 | 14 | | | | 14 | | | | | | |
| " 30 | 14 | 14 | | | | 14 | | | | | | |
| June 6 | 14 | 14 | | | | 14 | | | | | | |
| " 13 | 14 | 14 | | | | 14 | | | | | | |
| " 20 | 14 | 14 | | 34 | | 14 | | | | | | |
| " 27 | 14 | 14 | | 34 | | 14 | | | | | | |
| July 4 | 14 | 14 | | 34 | | 14 | | | | | | |
| " 11 | 14 | 14 | | | | 14 | | | | | | |
| " 18 | 14 | 14 | | | | 14 | | | | | | |
| " 25 | 14 | 14 | | | | 14 | | | | | | |
| Aug. 1 | 14 | 14 | | | | 14 | | | | | | |
| " 8 | 14 | 14 | | 3 | | 14 | | | | | | |
| " 15 | 14 | 14 | | 84 | | 14 | | | | | | |
| " 22 | 14 | 14 | | | | 14 | | | | | | |
| " 29 | 14 | 14 | | 34 | | 14 | | | | | | |
| Sept. 5 | 14 | 14 | | 34 | | 14 | | | | | | |
| " 12 | 14 | 14 | | | | 14 | | | | | | |
| " 19 | 14 | 14 | | | | 14 | | | | | | |
| " 26 | 14 | 14 | | | | 14 | | | | | | |
| Oct. 3 | 14 | 14 | | | | 14 | | | | | | |
| " 10 | 14 | 14 | | | | 14 | | | | | | |
| " 17 | 14 | 14 | | | | 14 | | | | | | |
| " 24 | 14 | 14 | | | | 14 | | | | | | |
| " 31 | 14 | 14 | | | | 14 | | | | | | |
| Nov. 7 | 14 | 14 | | | | 14 | | | | | | |
| " 14 | 14 | 14 | | | | 14 | | | | | | |
| " 21 | 14 | 14 | | | | 14 | | | | | | |
| " 28 | 14 | 14 | | | | 14 | | | | | | |
| Dec. 5 | 14 | 14 | | | | 14 | | | | | | |
| " 12 | 24 | 24 | | 24 | | 24 | | | | | | |

* Exclusive of Buffalo charges.

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LAKE FREIGHTS FROM CHICAGO TO BUFFALO ON WHEAT AND CORN.

STATEMENT showing the dates of the changes of the ruling rates of Lake Freights on Wheat and Corn, from Chicago to Buffalo, during 1903, (as reported by the Secretary of the Merchant's Exchange, Buffalo).

| 1903. | Wheat, Bushels. | Corn, Bushels. | 1903. | Wheat, Bushels. | Corn, Bushels. |
|---------------|------------------------------------|------------------------------------|---------------|----------------------|------------------------------------|
| | Cts. | Cts. | | Cts. | Cts. |
| April, 1..... | 1 $\frac{3}{4}$ | 1 $\frac{5}{8}$ | Aug. 23..... | 1 $\frac{1}{2}$ | 1 |
| " 8..... | | 1 $\frac{3}{4}$ | Sept. 22..... | | 1 $\frac{1}{2}$ |
| " 15..... | 2 | 1 $\frac{3}{4}$ | " 29..... | 1 $\frac{3}{8}$ | 1 $\frac{1}{2}$ |
| " 20..... | 1 $\frac{3}{4}$ to 1 $\frac{1}{2}$ | 1 $\frac{3}{8}$ to 1 $\frac{1}{2}$ | Oct. 10..... | 1 $\frac{3}{8}$ | 1 $\frac{1}{2}$ |
| " 21..... | 1 $\frac{3}{4}$ | 1 $\frac{3}{8}$ | " 23..... | | 1 $\frac{1}{2}$ |
| May, 19..... | 1 $\frac{3}{8}$ | | " 26..... | | 1 $\frac{1}{2}$ |
| " 20..... | | 1 $\frac{1}{2}$ to 1 $\frac{3}{8}$ | Nov. 9..... | 1 $\frac{3}{8}$ | 1 $\frac{1}{2}$ |
| " 23..... | 1 $\frac{1}{2}$ | 1 $\frac{3}{8}$ | " 12..... | | 1 $\frac{1}{2}$ |
| June, 2..... | | 1 $\frac{1}{2}$ | " 13..... | | 1 $\frac{1}{2}$ |
| " 4..... | 1 $\frac{3}{8}$ | 1 $\frac{1}{2}$ | " 16..... | 1 $\frac{1}{2}$ | 1 $\frac{1}{2}$ |
| " 29..... | | 1 $\frac{3}{8}$ to 1 $\frac{1}{2}$ | " 18..... | | 1 $\frac{1}{2}$ |
| " 30..... | | 1 $\frac{1}{2}$ | " 19..... | | 1 $\frac{1}{2}$ |
| July, 14..... | | 1 $\frac{1}{2}$ | " 23..... | 2 | 1 $\frac{3}{8}$ to 1 $\frac{1}{2}$ |
| " 31..... | 1 $\frac{1}{2}$ | 1 $\frac{1}{2}$ | " 24..... | | 2 |
| Aug 6..... | | 1 | " 27..... | 2 $\frac{1}{2}$ | 2 $\frac{1}{2}$ |
| " 17..... | 1 $\frac{1}{2}$ | 1 $\frac{1}{2}$ | Dec. 1..... | 1 $\frac{1}{2}$ | |
| " 19..... | | 1 $\frac{1}{2}$ | " 3..... | 2 to 2 $\frac{1}{2}$ | |
| " 20..... | | 1 to 1 $\frac{1}{2}$ | " 4..... | | 2 $\frac{1}{2}$ |
| " 21..... | | 1 | " 7..... | | 3 to close. |

Rates from Milwaukee about the same as from Chicago.

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AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year in cents, per bushel :—

(Per Report of the Secretary of Merchants' Exchange, Buffalo.)

| | May. | June. | July. | Aug. | Sept. | Oct. | Nov. |
|-------------------------------------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|
| Grain, bushels. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| 1894 { Wheat..... | 1.4 | 1.2 | 0.9 | 1.0 | 1.4 | 1.1 | 1.3 |
| { Corn..... | 1.2 | 1.1 | 0.9 | 0.9 | 1.3 | 1.0 | 1.3 |
| Highest rate, wheat, 1894, 3c.; lowest, 1c.; average for the season, 1.2c. | | | | | | | |
| 1895 { Wheat..... | 1.2 | 1.2 | 1.1 | 1.6 | 2.1 | 3.0 | 3.0 |
| { Corn..... | 1.1 | 1.1 | 1.0 | 1.4 | 1.9 | 2.9 | 2.7 |
| Highest rate, wheat, 1895, 3c.; lowest 1c.; average for the season, 1.9c. | | | | | | | |
| 1896 { Wheat..... | 1.6 | 1.5 | 1.2 | 1.3 | 1.4 | 2.0 | 2.1 |
| { Corn..... | 1.4 | 1.3 | 1.1 | 1.2 | 1.2 | 1.9 | 1.9 |
| Highest rate, wheat, 1896, 2½c.; lowest, 1½c.; average for the season, 1.7c. | | | | | | | |
| 1897 { Wheat..... | 1.3 | 1.2 | 1.3 | 1.5 | 2.0 | 1.8 | 1.5 |
| { Corn..... | 1.2 | 1.1 | 1.2 | 1.4 | 1.8 | 1.7 | 1.4 |
| Highest rate, wheat, 1897, 2½c.; lowest, 1c.; average for the season, 1.5c. | | | | | | | |
| 1898 { Wheat..... | 1.3 | 0.1 | 0.9 | 1.2 | 1.4 | 2.5 | 2.3 |
| { Corn..... | 1.2 | 0.8 | 0.8 | 1.1 | 1.3 | 2.3 | 2.1 |
| Highest rate, wheat, 1898, 3½c.; lowest, 1½c.; average for the season, 1.5c. | | | | | | | |
| 1899 { Wheat..... | 2.0 | 2.0 | 2.2 | 2.5 | 3.1 | 3.5 | 2.5 |
| { Corn..... | 1.8 | 1.9 | 2.0 | 2.3 | 3.2 | 3.4 | 2.3 |
| Highest rate, wheat, 1899, 3½c.; lowest, 1½c.; average for the season, 2.5c. | | | | | | | |
| 1900 { Wheat..... | 1.8 | 1.9 | 2.1 | 1.6 | 1.7 | 1.7 | 2.0 |
| { Corn..... | 1.6 | 1.7 | 2.0 | 1.5 | 1.6 | 1.5 | 1.8 |
| Highest rate, wheat, 1900, 3c.; lowest, 1½c.; average for the season, 1.8c. | | | | | | | |
| 1901 { Wheat..... | 1.9 | 1.5 | 1.6 | 1.3 | 1.6 | 1.3 | 2.0 |
| { Corn..... | 1.8 | 1.3 | 1.4 | 1.2 | 1.5 | 1.2 | 1.2 |
| Highest rate, wheat, 1901, 2½c.; lowest, 1½c.; average for the season, 1.60c. | | | | | | | |
| 1902 { Wheat..... | 1.3 | 1.3 | 1.2 | 1.6 | 1.5 | 1.7 | 1.9 |
| { Corn..... | 1.2 | 1.1 | 1.1 | 1.4 | 1.4 | 1.6 | 1.7 |
| Highest rate, wheat, 1902, 2½c.; lowest, 1½c.; average for the season, 1.5c. | | | | | | | |
| 1903 { Wheat..... | 1.4 | 1.3 | 1.3 | 1.2 | 1.2 | 1.4 | 1.8 |
| { Corn..... | 1.3 | 1.2 | 1.2 | 1.0 | 1.0 | 1.3 | 1.6 |
| Highest rate, wheat, 1903, 2½c.; lowest, 1½c.; average for the season, 1.4c. | | | | | | | |

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT (AS REPORTED BY THE SECRETARY OF THE MERCHANTS' EXCHANGE, BUFFALO, N.Y.)

The following statement shows the Lake Freight rates on Wheat from Duluth to Buffalo, during the season of 1903 :—

| 1903. | Wheat, Bushels. | 1903. | Wheat, Bushels. |
|---------------|--------------------|-------------------------|--------------------|
| | Cts. | | Cts. |
| April 1 | 2 | Sept. 2 | 1½ |
| May 7 | 1½ | " 4 | 1½ |
| " 11 | 1½-1½ | " 18 | 1½ |
| " 21 | 1½-1½ | " 21 | 2 |
| June 15 | 1½ | Oct. 3 | 1½ |
| " 25 | 1½ | Nov. 18 | 2 |
| July 21 | 1½ | Nov. 20 to Dec. 5 | 2½-2½ |

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In 1885 the range of freights on wheat, Duluth to Buffalo, was $1\frac{1}{2}$ to 5c.; in 1886, $3\frac{1}{4}$ to 8c.; in 1887, 5 to 8c.; in 1888, 2 to 5c.; in 1889, 2 to 5c.; in 1890, 2 to 5c.; in 1891, $1\frac{1}{4}$ to $9\frac{1}{2}$ c.; in 1892, $2\frac{1}{4}$ to 4c.; in 1893, $1\frac{1}{4}$ to $3\frac{1}{2}$ c.; in 1894, $1\frac{1}{4}$ to 3c.; in 1895, 2 to 6c.; in 1896, $1\frac{1}{4}$ to 3c.; in 1897, 1 to $2\frac{1}{2}$ c.; in 1898, 1 to $3\frac{1}{2}$ c.; in 1899, $2\frac{1}{2}$ to 6c.; in 1900, $1\frac{1}{2}$ to $3\frac{3}{4}$ c.; in 1901, $1\frac{1}{8}$ to $3\frac{3}{4}$ c.; in 1902, 1 to $2\frac{1}{4}$ c., and in 1903, $1\frac{1}{8}$ to $2\frac{3}{4}$ c. per bushel.

The first departure by lake, at Duluth in 1903 was April 9; in 1902 was on March 31; in 1901 was on May 6; in 1900 was on April 22; in 1899, on April 29; in 1898, was on April 16; in 1896, on April 22, and in 1895, on April 21. In 1894 season opened on April 19; in 1893, on May 8; in 1892, on April 21; in 1891, on April 30; in 1890, on March 26; in 1889, on April 20; in 1888, on May 12; in 1887, May 4; in 1886, on May 7.

Wheat was shipped at Kingston, Canada, per bushel, during the season of 1887, at $6\frac{1}{4}$ to $7\frac{3}{4}$ c.; in 1888, at 4 to 5c.; in 1889, at —; in 1890, $5\frac{1}{2}$, $5\frac{1}{2}$, $4\frac{1}{2}$, $4\frac{1}{2}$, 4c.; in 1891, during May, $3\frac{3}{4}$, $3\frac{1}{2}$, $2\frac{1}{2}$ c.; during June, 3c.; and on July 25, $2\frac{1}{2}$ c.; in 1892, 5c. in April; 5 to $5\frac{1}{2}$ c. in May; 4c. in June; $4\frac{1}{2}$ c. in July; 3c. in August; 6 to $6\frac{1}{2}$ c. in October; in 1893, ranged from $5\frac{1}{2}$ to $4\frac{1}{2}$ c. in April; $4\frac{1}{2}$ to $4\frac{3}{4}$ c. in May; 4 to $3\frac{1}{2}$ c. in June; $2\frac{3}{4}$ to 3c. in July; $3\frac{1}{2}$ to $3\frac{3}{4}$ c. in September; no figures quoted after that date. In 1894 ranged from $3\frac{1}{4}$ to $3\frac{3}{4}$ c. in May; $3\frac{1}{2}$ c. in June; $2\frac{1}{2}$ c. in July; $2\frac{1}{2}$ to $3\frac{1}{4}$ c. in August; 4c. in September, and $4\frac{1}{2}$ c. in October. On August 25 and November 3, 1894, wheat to Ogdensburg, at $3\frac{1}{2}$ c. and $4\frac{1}{2}$ c., respectively. In 1895, wheat to Kingston from 3c. to 5c. In 1896, wheat to Kingston from 3c. to $5\frac{1}{2}$ c.; and in 1897, wheat to Kingston from 3c. to $3\frac{1}{2}$ c., according to time of year; 1898 and 1899 not given.

LAKE FREIGHTS FROM TOLEDO TO BUFFALO ON WHEAT.

The following statements show the ruling rates of lake freights on wheat from Toledo to Buffalo, during the season of 1903 on the dates specified, as reported by the Secretary Merchants' Exchange, Buffalo.

| Date, 1903. | Wheat and Corn per Bushel. | Date, 1903. | Wheat and Corn per Bushel. |
|--------------------------|----------------------------------|-------------------------|----------------------------------|
| | Cts. | | Cts. |
| Opening to April 1..... | $1\frac{1}{2}$ | April 1 to July 14..... | $1\frac{1}{2}$ |
| July 14 to August 1..... | $1\frac{1}{8}$ | August 1 to close..... | $1\frac{1}{2}$ |

The range for 1886 was $1\frac{1}{2}$ to 3c.; for 1887, $2\frac{1}{4}$ to 3c.; for 1888, $1\frac{1}{2}$ to $2\frac{1}{2}$ c.; for 1889, $1\frac{1}{4}$ to 2c.; for 1890, $1\frac{1}{2}$ to 2c.; for 1891, 1 to 3c.; for 1892, $1\frac{1}{2}$ to $2\frac{1}{2}$ c.; for 1893, 1 to 2c.; for 1894, 1 to 2c.; for 1895, 1 to $2\frac{1}{4}$ c.; for 1896, $1\frac{1}{4}$ to $1\frac{3}{4}$ c.; for 1897, 1 to $1\frac{1}{4}$ c.; for 1898, 1 to $1\frac{1}{2}$ c.; for 1899, $1\frac{1}{2}$ to 2c.; for 1900, $1\frac{1}{2}$ to 2c.; for 1901, $1\frac{1}{4}$ to $1\frac{1}{2}$ c.; for 1902, $1\frac{1}{8}$ to 2c., and for 1903, $1\frac{1}{8}$ to $1\frac{1}{2}$ c. per bushel.

From Toledo to Ogdensburg, wheat and corn shipped at 6 to 7c. in 1887; at $4\frac{1}{2}$ to 6c. for wheat and 5c. for corn in 1888; and 5 to $5\frac{1}{2}$ c. for wheat in 1889 per bushel. From Toledo, on October 8, 1887, corn shipped to Kingston at $3\frac{1}{2}$ c., and on November 12, at $4\frac{1}{2}$ c. per bushel. In 1888, corn Toledo to Kingston, $4\frac{1}{4}$ to 3c.; and wheat at $3\frac{1}{2}$ to 3c. per bushel. In 1889, wheat, Toledo to Kingston, 3c.; and in 1891, rye, Toledo to Kingston at 3c. per bushel. From Toledo, on June 2, 1887, wheat shipped to Montreal by propeller at $6\frac{1}{2}$ c.; on June 14, corn at same price; but on September 26, the rate on corn was only 5c. per bushel. In 1888, corn, Toledo to Montreal, at 6 to $5\frac{3}{4}$ c. and wheat at $5\frac{1}{2}$ c. per bushel. From 1889 to 1899, no shipments to Montreal or other places in Canada reported.

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CANAL FREIGHT FROM BUFFALO TO NEW YORK.

The following shows the changes in the ruling rates of freight to New York from Buffalo, on the days specified in 1903 (as reported by the Secretary, Merchants' Exchange, Buffalo).

| Date, 1903. | Wheat, Bushels. | Corn, Bushels. | Date, 1903. | Wheat, Bushels. | Corn, Bushels. |
|--------------|--------------------|-------------------|--------------------|--------------------|-------------------|
| | Cts. | Cts. | | Cts. | Cts. |
| May 2..... | 4 | | July 15..... | 4½ | 3½ |
| May 15..... | 4½ | | September 16..... | 4 | 3½ |
| June 11..... | 4 | 3½ | " 19..... | 3½ | 3½ |
| July 2..... | 4½ | 4 | " 24 to close..... | 3½ | 3½ |

The freight on oats varied from 3 to 2½c. per bushel. Pine lumber, per 1,000 feet, was carried from Buffalo to Tonawanda to New York as follows: Opened at \$1.50; June, \$1.50; July, \$1.50; August, \$1.75; September, \$1.75; October, \$1.75 to close \$1.75. Rates to Albany opened \$2; June, \$2; July, \$2; August, \$2.25; September, \$2.25; October, \$2.25 to close \$2.25.

AVERAGE CANAL FREIGHTS.

BUFFALO TO NEW YORK.

The following statement shows the average rates of canal freights on wheat and corn between Buffalo and New York during each month in the past ten years, and the highest and lowest rates on wheat and average rate on wheat in each:—

(Reported by Sec. Merchants' Exchange, Buffalo.)

| Grain. | May. | June. | July. | Aug. | Sept. | Oct. | Nov. |
|--------------------------------------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| 1894 { Wheat..... | 3.1 | 2.9 | 3.3 | 3.4 | 3.6 | 2.9 | 3.0 |
| { Corn..... | 2.8 | 2.6 | 3.0 | 3.1 | 3.3 | 2.6 | 2.7 |
| Highest rate, wheat, 1894, 4c.; lowest, 3.6c.; average for the season, 3.2c. | | | | | | | |
| 1895 { Wheat..... | 1.9 | 1.7 | 2.0 | 2.0 | 2.1 | 2.5 | 2.7 |
| { Corn..... | 1.7 | 1.5 | 1.7 | 1.7 | 2.0 | 2.2 | 2.5 |
| Highest rate, wheat, 1895, 3c.; lowest, 1.9c.; average for the season, 2.2c. | | | | | | | |
| 1896 { Wheat..... | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.8 |
| { Corn..... | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.6 |
| Highest rate, wheat, 1896, 4c.; lowest, 3.1c.; average for the season, 3.7c. | | | | | | | |
| 1897 { Wheat..... | 2.6 | 2.2 | 2.3 | 2.5 | 3.3 | 3.1 | 3.5 |
| { Corn..... | 2.2 | 1.8 | 2.0 | 2.2 | 2.8 | 2.6 | 3.0 |
| Highest rate, wheat, 1897, 3.5c.; lowest, 2c.; average for the season, 2.8c. | | | | | | | |
| 1898 { Wheat..... | 3.0 | 2.9 | 2.8 | 2.7 | 2.6 | 3.0 | 3.0 |
| { Corn..... | 2.5 | 2.3 | 2.4 | 2.1 | 2.2 | 2.6 | 2.6 |
| Highest rate, wheat, 1898, 3.4c.; lowest, 2.5c.; average for the season, 2.8c. | | | | | | | |
| 1899 { Wheat..... | 2.5 | 2.7 | 2.4 | 2.5 | 2.5 | 3.6 | 4.2 |
| { Corn..... | 2.3 | 2.3 | 2.1 | 2.1 | 2.2 | 3.0 | 3.5 |
| Highest rate, wheat, 1899, 4.5c.; lowest, 2.5c.; average for the season, 3c. | | | | | | | |
| 1900 { Wheat..... | 2.4 | 2.2 | 2.3 | 2.3 | 2.2 | 2.7 | 3.5 |
| { Corn..... | 2.1 | 2.0 | 2.1 | 2.0 | 2.0 | 2.4 | 3.0 |
| Highest rate, wheat, 1900, 3½c.; lowest, 2c.; average for the season, 2.5c. | | | | | | | |
| 1901 { Wheat..... | 3.4 | 3.2 | 3.2 | 3.2 | 3.3 | 4.0 | 4.1 |
| { Corn..... | 2.7 | 2.8 | 2.8 | 2.9 | 3.1 | 3.7 | 3.8 |
| Highest rate, wheat, 1901, 4½c.; lowest, 3½c.; average for the season, 3.5c. | | | | | | | |
| 1902 { Wheat..... | 4.0 | 3.8 | 3.3 | 3.3 | 3.8 | 4.0 | 4.1 |
| { Corn..... | 3.6 | 3.4 | 3.1 | 3.1 | 3.5 | 3.7 | 3.8 |
| Highest rate, wheat, 1902, 4½c.; lowest, 3½c.; average for the season, 3.8c. | | | | | | | |
| 1903 { Wheat..... | 4.1 | 4.1 | 4.2 | 4.2 | 4.0 | 3.7 | 3.7 |
| { Corn..... | 3.7 | 3.7 | 3.8 | 3.8 | 3.6 | 3.3 | 3.3 |
| Highest rate, wheat, 1903, 4½c.; lowest, 3½c.; average for the season, 4c. | | | | | | | |

NOTE.—Canal free of tolls since 1882.

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FREIGHT, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years (as reported by Secretary, Merchants' Exchange, Buffalo) :—

| Year. | Grain received. | Average Canal Freight on Wheat. | Tolls on Wheat. | Elevating, including Storage. |
|-------|-----------------|---------------------------------|-----------------|-------------------------------|
| | Bush. | Cts. | Cts. | Cts. |
| 1870 | 32,208,039 | 11.2 | 3.1 | 1 1/2 |
| 1871 | 61,319,313 | 12.6 | 3.1 | 1 1/2 |
| 1872 | 58,703,666 | 13.0 | 3.1 | 1 1/2 |
| 1873 | 65,498,955 | 11.4 | 3.1 | 1 1/2 |
| 1874 | 55,660,198 | 10.0 | 3.1 | 1 1/2 |
| 1875 | 52,833,451 | 7.9 | 2.0 | 1 |
| 1876 | 44,207,121 | 6.6 | 2.0 | 1 |
| 1877 | 61,822,292 | 7.4 | 1.0 | 1 |
| 1878 | 78,828,443 | 6.0 | 1.0 | 1 |
| 1879 | 75,089,768 | 6.8 | 1.0 | 1 |
| 1880 | 105,133,009 | 6.5 | 1.0 | 1 |
| 1881 | 56,389,827 | 4.7 | 1.0 | 1 |
| 1882 | 51,501,503 | 5.4 | 1.0 | 1 |
| 1883 | 65,722,080 | 4.9 | None. | 1 |
| 1884* | 58,011,800 | 4.2 | do | 1 |
| 1885* | 52,671,090 | 3.8 | do | 1 |
| 1886* | 75,570,850 | 5.0 | do | 1 |
| 1887* | 87,073,570 | 4.6 | do | 1 |
| 1888* | 73,977,390 | 3.4 | do | 1 |
| 1889* | 92,290,550 | 4.8 | do | 1 |
| 1890* | 91,994,680 | 3.8 | do | 1 |
| 1891* | 135,315,510 | 3.5 | do | 1 |
| 1892* | 138,872,560 | 3.5 | do | 1 |
| 1893* | 140,796,410 | 4.6 | do | 1 |
| 1894* | 105,435,577 | 3.2 | do | 1 |
| 1895* | 121,225,497 | 2.2 | do | 1 |
| 1896* | 172,474,664 | 3.7 | do | 1 |
| 1897* | 204,964,103 | 2.8 | do | 1 |
| 1898* | 221,383,945 | 2.8 | do | 1 |
| 1899* | 153,393,184 | 3.0 | do | 1 |
| 1900* | 157,655,968 | 2.5 | do | 1 |
| 1901 | 132,646,828 | 3.5 | do | 1 |
| 1902 | 124,624,386 | 3.8 | do | 1 |
| 1903 | 140,438,322 | 4.0 | do | 1 |

NOTE.—Prior to 1870 tolls 6.21 cents per bushel, and the elevating charge 2 cents per bushel.

* Including flax seed.

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AVERAGE FREIGHT CHARGES PER BUSHEL

For the transportation of Wheat and Corn from Chicago to New York for a series of years.

(From Report of Board of Trade, Chicago.)

| Year. | CORN. | | | WHEAT. | | |
|-------|--------------------|-------------------|--------------|--------------------|-------------------|--------------|
| | By lake and canal. | By lake and rail. | By all rail. | By lake and canal. | By lake and rail. | By all rail. |
| | \$ | \$ | \$ | \$ | \$ | \$ |
| 1858 | 127 | | 3619 | 1550 | | 3861 |
| 1859 | 1570 | | 3248 | 1663 | | 3480 |
| 1860 | a 0833 | | 3248 | a 095 | | 3480 |
| 1861 | a 1062 | | 3881 | a 1210 | | 4158 |
| 1862 | a 0957 | | 4480 | a 1062 | | 4800 |
| 1863 | a 063 | | 4592 | a 072 | | 4920 |
| 1864 | a 09 | | 5600 | a 0952 | | 60 |
| 1865 | a 0864 | | 4188 | a 0894 | | 4488 |
| 1866 | a 1075 | | 4312 | a 1377 | | 4620 |
| 1867 | a 0511 | | 4176 | a 08 | | 4475 |
| 1868 | a 0604 | | 3532 | a 0802 | | 3784 |
| 1869 | a 0584 | 2355 | 3320 | a 0651 | 2520 | 3557 |
| 1870 | a 16 | 2220 | 28 | a 0677 | 2250 | 30 |
| 1871 | a 0754 | 2372 | 2968 | a 0687 | 2542 | 3180 |
| 1872 | a 1072 | 2660 | 3266 | a 1110 | 2950 | 3499 |
| 1873 | a 0816 | 2298 | 2893 | a 0917 | 2461 | 3102 |
| 1874 | a 0382 | 1388 | 2450 | a 0400 | 1709 | 2625 |
| 1875 | a 034 | 1303 | 2240 | a 0378 | 1389 | 2400 |
| 1876 | b 0875 | 1079 | 1574 | b 0982 | 1136 | 1696 |
| 1877 | b 0969 | 1406 | 1890 | b 1109 | 1546 | 2050 |
| 1878 | b 0883 | 1053 | 1652 | b 0996 | 1209 | 1770 |
| 1879 | b 1049 | 1220 | 1456 | b 1187 | 1313 | 1774 |
| 1880 | b 1341 | 1443 | 1748 | b 1313 | 1580 | 1980 |
| 1881 | b 0777 | 0942 | 1340 | b 0867 | 1049 | 1440 |
| 1882 | b 0672 | 1028 | 1350 | b 0723 | 1091 | 1447 |
| 1883 | b 0803 | 11 | 1512 | b 0901 | 1163 | 1620 |
| 1884 | b 0655 | 085 | 1232 | b 07 | 10 | 1320 |
| 1885 | b 063 | 0801 | 1232 | b 0654 | 0902 | 1320 |
| 1886 | b 0845 | 1120 | 14 | b 0910 | 12 | 1500 |
| 1887 | b 0850 | 1120 | 1470 | b 0950 | 12 | 1575 |
| 1888 | b 0671 | 1026 | 1354 | b 0705 | 1114 | 1450 |
| 1889 | b 0632 | 0819 | 126 | b 0692 | 0897 | 1500 |
| 1890 | b 0593 | 0732 | 1136 | b 0676 | 0852 | 1430 |
| 1891 | b 0632 | 0753 | 1400 | b 0695 | 0857 | 1500 |
| 1892 | b 0595 | 0721 | 1296 | b 0645 | 0759 | 1380 |
| 1893 | b 0718 | 0797 | 1365 | b 0766 | 0848 | 1463 |
| 1894 | b 0493 | 0650 | 1232 | b 0511 | 0700 | 1320 |
| 1895 | b 0450 | 0640 | 1029 | b 0486 | 0696 | 1189 |
| 1896 | b 0675 | 0615 | 1050 | b 0619 | 0661 | 1200 |
| 1897 | b 0453 | 0692 | 1143 | b 0522 | 0742 | 1250 |
| 1898 | † 0381 | 0441 | 0980 | † 0445 | 0491 | 1200 |
| 1899 | † 0508 | 0583 | 1008 | † 0581 | 0663 | 1160 |
| 1900 | † 0407 | 0472 | 0919 | † 0449 | 0510 | 0996 |
| 1901 | † 0461 | 0516 | 0921 | † 0511 | 0554 | 0988 |
| 1902 | † 0483 | 0551 | 0994 | † 0526 | 0589 | 1062 |
| 1903 | † 0485 | 0578 | 1054 | † 0540 | 0637 | 1129 |

a To Buffalo only.

b Including Buffalo charges and tolls.

† Exclusive of Buffalo charges.

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FOREIGN FREIGHT RATES.

ANNUAL average Freight Rates on Grain, Flour and Provisions (per 100 lbs.) from Chicago to European Ports, by all Rail to Sea-board and thence by steamers.

| Shipped to | Articles. | 1903. | 1902. | 1901. | 1900. | 1899. |
|------------|--------------|-------|-------|-------|-------|-------|
| | | \$ | \$ | \$ | \$ | \$ |
| Liverpool | Grain | 2268 | 2085 | 2147 | 2498 | 2972 |
| " | Sacked flour | 2519 | 2350 | 2300 | 2790 | 3012 |
| " | Provisions | 4190 | 3625 | 3600 | 4884 | 4050 |
| Glasgow | Grain | 2443 | 2175 | 2410 | 3098 | 3235 |
| " | Sacked flour | 2538 | 2275 | 2438 | 3156 | 3125 |
| " | Provisions | 4688 | 4188 | 4516 | 5531 | 4469 |
| London | Grain | 2356 | 2175 | 2323 | 3110 | 3060 |
| " | Sacked flour | 2519 | 2400 | 2550 | 3501 | 3350 |
| " | Provisions | 4406 | 3906 | 4475 | 5587 | 4414 |
| Antwerp | " | 4969 | 4150 | 4625 | 5109 | 4750 |
| Hamburg | " | 4700 | 3900 | 4400 | 5000 | 4600 |
| Amsterdam | " | 4200 | 4000 | 4500 | 5100 | 4700 |
| Rotterdam | " | 4200 | 4000 | 4500 | 5100 | 4700 |
| Copenhagen | " | 4969 | 4200 | 4775 | 5531 | 5172 |
| Stockholm | " | 5250 | 4500 | 5325 | 6450 | 6297 |
| Stettin | " | 4969 | 4200 | 4775 | 5531 | 5172 |
| Bordeaux | " | 5625 | 5125 | 5425 | 6412 | 5912 |

LAKE FREIGHTS ON COAL FROM BUFFALO TO CHICAGO AND OTHER PORTS:

The following statement shows the average freight rate on Coal per net ton, in cents, from Buffalo to the ports named, during the seasons of 1902 and 1903.

(Buffalo Merchants' Exchange.)

| | 1903. | 1902. |
|---------------------------------------------------|-------|-------|
| Freight on hard Coal, Buffalo to Chicago, per ton | 49 | 48 |
| " " Milwaukee " | 49 | 54 |
| " " Duluth " | 38 | 43 |

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TOTAL VALUES of Merchandise received from British North America for Immediate Transit across United States Territory, for Immediate Transshipment in Ports of the United States to British North America, and so shipped, during each Year from 1873 to 1903, inclusive.

| YEAR ENDING JUNE 30. | COUNTRIES FROM WHICH RECEIVED. | | | | COUNTRIES TO WHICH SHIPPED. | | | |
|----------------------|-------------------------------------------------------|-----------------------------------------------------------|-------------------|----------------------------|-----------------------------|-------------------------------------------------------|-----------------------------------------------------------|-------------------|
| | British North America. | | | | British North America. | | | |
| | Nova Scotia, New Brunswick, and Prince Edward Island. | Quebec, Ontario, Manitoba, and the Northwest Territories. | British Columbia. | Newfoundland and Labrador. | Total. | Nova Scotia, New Brunswick, and Prince Edward Island. | Quebec, Ontario, Manitoba, and the Northwest Territories. | British Columbia. |
| 1873. | 495,289 | 12,894,164 | 5,240 | 13,394,693 | 5,282,290 | 21,320,174 | 181,720 | 26,764,184 |
| 1874. | 449,655 | 13,616,344 | 97,691 | 14,163,690 | 7,180,086 | 19,843,169 | 317,534 | 27,310,739 |
| 1875. | 443,570 | 17,342,933 | 266,074 | 18,042,577 | 8,999,666 | 20,283,639 | 517,060 | 29,800,296 |
| 1876. | 261,443 | 22,134,275 | 196,047 | 22,591,902 | 9,102,600 | 14,668,368 | 94 | 24,419,888 |
| 1877. | 160,668 | 12,092,619 | 218,418 | 12,471,095 | 2,879,422 | 15,551,238 | 544,018 | 18,977,153 |
| 1878. | 163,978 | 11,627,114 | 412,966 | 12,204,058 | 951,268 | 11,496,470 | 594,013 | 12,912,695 |
| 1879. | 194,129 | 11,606,882 | 280,079 | 12,081,095 | 889,539 | 11,520,877 | 476,824 | 12,889,587 |
| 1880. | 216,131 | 16,782,316 | 137,271 | 17,134,717 | 1,643,716 | 14,866,663 | 531,436 | 17,042,103 |
| 1881. | 171,383 | 16,768,108 | 72,555 | 17,002,046 | 1,778,836 | 20,857,827 | 333 | 23,366,264 |
| 1882. | 164,990 | 28,265,063 | 113,018 | 28,543,178 | 2,732,665 | 34,006,846 | 865,784 | 27,595,494 |
| 1883. | 561,791 | 29,204,031 | 36,973 | 29,802,820 | 2,455,557 | 36,878,369 | 971,307 | 39,312,568 |
| 1884. | 656,233 | 12,574,963 | 188,041 | 13,419,227 | 1,740,900 | 19,717,466 | 1,475,833 | 22,989,385 |
| 1885. | 933,806 | 12,280,463 | 308,691 | 13,523,613 | 1,636,442 | 16,448,942 | 1,616,293 | 13,700,458 |
| 1886. | 1,165,973 | 9,303,864 | 369,104 | 10,861,020 | 2,040,268 | 16,369,429 | 1,826,178 | 20,241,079 |
| 1887. | 1,684,730 | 9,606,175 | 213,816 | 11,504,721 | 1,621,748 | 19,990,296 | 635,841 | 22,187,965 |
| 1888. | 1,628,048 | 6,417,701 | 372,934 | 8,542,817 | 1,791,028 | 13,459,169 | 370,322 | 13,611,656 |
| 1889. | 2,596,233 | 8,355,178 | 294,859 | 11,396,123 | 2,484,787 | 18,993,967 | 685,527 | 22,146,975 |
| 1890. | 3,070,657 | 12,449,772 | 300,897 | 16,001,910 | 5,277,210 | 21,140,198 | 2,704 | 27,385,204 |
| 1891. | 3,869,079 | 16,310,945 | 422,906 | 19,790,470 | 5,606,614 | 21,696,992 | 913,106 | 27,883,023 |
| 1892. | 4,393,062 | 19,005,704 | 201,373 | 23,928,265 | 2,079,758 | 24,189,181 | 547,144 | 26,704,114 |
| 1893. | 1,009,597 | 16,049,425 | 89,665 | 17,898,573 | 2,062,357 | 20,292,400 | 409,055 | 23,720,111 |
| 1894. | 1,070,676 | 15,649,851 | 348,669 | 17,342,993 | 1,831,417 | 17,890,688 | 463,471 | 20,182,216 |
| 1895. | 1,196,782 | 17,774,108 | 411,557 | 19,622,862 | 1,894,745 | 19,320,714 | 558,991 | 21,722,294 |
| 1896. | 1,118,186 | 18,038,981 | 682,469 | 20,143,605 | 1,572,783 | 19,441,279 | 772,586 | 21,788,416 |
| 1897. | 1,118,065 | 22,497,151 | 611,522 | 24,596,625 | 1,682,538 | 17,660,211 | 1,312,797 | 20,663,676 |
| 1898. | 1,440,960 | 35,696,089 | 1,744,289 | 38,396,984 | 1,536,413 | 22,400,622 | 2,284,366 | 26,250,638 |
| 1899. | 1,618,399 | 30,673,265 | 3,708,298 | 36,561,721 | 1,215,518 | 19,605,819 | 4,686,569 | 26,535,043 |
| 1900. | 2,002,284 | 37,657,986 | 3,914,668 | 44,127,899 | 1,245,771 | 21,452,333 | 2,730,612 | 31,478,271 |
| 1901. | 1,788,641 | 38,362,568 | 4,070,940 | 503,970 | 1,161,675 | 24,634,730 | 4,687,000 | 30,555,679 |
| 1902. | 2,206,590 | 54,332,135 | 4,531,332 | 61,709,898 | 5,086,469 | 27,049,441 | 5,441,234 | 37,608,666 |
| 1903. | 2,191,174 | 55,023,403 | 3,490,180 | 61,487,376 | 1,268,469 | 32,230,433 | 1,949,975 | 36,527,726 |

TOTAL VALUE of Merchandise received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transshipment in Ports of the United States to other Foreign Countries, and so shipped, for each Year from 1868 to 1903, inclusive.

| Year ending June 30. | COUNTRIES FROM WHICH RECEIVED. | | | | | | COUNTRIES TO WHICH SHIPPED. | | | | | | Total Value of Merchandise received and shipped. |
|----------------------|--------------------------------|-----------|-------------------------------------|-----------|------------|------------------|-----------------------------|------------|-------------------------------------|-----------|-----------|------------------|--------------------------------------------------|
| | Great Britain and Ireland. | Germany. | British North American Possessions. | Mexico. | Cuba. | Other Countries. | Great Britain and Ireland. | Germany. | British North American Possessions. | Mexico. | Cuba. | Other Countries. | |
| 1868 | 10,664,576 | 132,074 | 4,864,209 | 14,967 | 4,263,621 | 1,576,157 | 2,025,023 | 3,212,123 | 14,375,419 | 491,643 | 116,521 | 1,304,875 | 21,516,604 |
| 1869 | 10,891,698 | 150,382 | 5,832,678 | 60,715 | 2,373,474 | 1,767,087 | 2,693,525 | 1,547,602 | 15,033,821 | 448,300 | 72,875 | 1,293,861 | 21,095,984 |
| 1870 | 10,210,455 | 302,806 | 7,215,973 | 103,977 | 3,304,227 | 2,049,422 | 2,916,033 | 2,116,249 | 16,689,037 | 321,331 | 135,915 | 1,983,275 | 23,191,860 |
| 1871 | 13,473,915 | 322,110 | 7,954,060 | 344,179 | 3,367,573 | 1,913,200 | 4,031,319 | 1,033,307 | 18,406,437 | 346,872 | 345,224 | 1,211,840 | 25,376,037 |
| 1872 | 17,633,231 | 227,232 | 9,276,169 | 174,104 | 2,227,422 | 1,847,162 | 2,743,494 | 2,263,819 | 24,042,790 | 338,151 | 179,570 | 1,797,496 | 31,385,920 |
| 1873 | 19,144,815 | 250,704 | 13,394,693 | 286,607 | 5,737,904 | 1,284,462 | 5,144,175 | 5,622,325 | 26,784,184 | 235,113 | 319,771 | 1,993,617 | 40,090,185 |
| 1874 | 18,832,900 | 211,907 | 14,163,690 | 151,920 | 4,563,869 | 926,390 | 5,891,201 | 3,865,642 | 27,310,739 | 685,214 | 520,493 | 1,096,387 | 38,850,676 |
| 1875 | 18,637,276 | 325,648 | 18,042,577 | 115,527 | 1,759,308 | 1,785,947 | 7,229,312 | 1,495,285 | 29,860,235 | 1,155,044 | 248,358 | 797,429 | 40,686,283 |
| 1876 | 14,394,197 | 290,489 | 22,591,902 | 226,315 | 2,962,963 | 1,686,789 | 11,791,200 | 2,938,558 | 24,419,988 | 1,129,440 | 600,061 | 1,163,508 | 42,062,655 |
| 1877 | 13,732,085 | 337,897 | 12,471,695 | 158,852 | 1,095,451 | 1,460,793 | 9,577,501 | 2,905,290 | 18,977,153 | 329,577 | 306,311 | 776,933 | 29,256,773 |
| 1878 | 10,084,510 | 378,768 | 12,204,058 | 146,822 | 1,061,957 | 1,481,033 | 9,577,050 | 2,905,290 | 12,912,685 | 316,664 | 319,611 | 1,305,908 | 27,337,148 |
| 1879 | 8,795,340 | 521,917 | 12,081,095 | 222,320 | 1,954,042 | 1,521,153 | 8,175,951 | 2,252,572 | 12,899,587 | 330,968 | 174,757 | 1,272,032 | 25,095,867 |
| 1880 | 10,311,139 | 620,704 | 17,134,747 | 239,655 | 3,006,099 | 1,942,405 | 10,856,579 | 3,658,477 | 17,042,103 | 300,148 | 224,848 | 1,776,594 | 33,867,749 |
| 1881 | 14,898,052 | 721,344 | 17,002,046 | 217,444 | 2,642,926 | 2,222,122 | 9,122,079 | 2,729,246 | 23,356,264 | 671,008 | 177,340 | 1,776,594 | 37,704,048 |
| 1882 | 18,911,637 | 755,560 | 28,543,178 | 380,100 | 5,062,926 | 3,812,058 | 11,592,806 | 5,336,361 | 37,595,458 | 800,025 | 319,257 | 2,421,526 | 58,085,459 |
| 1883 | 20,242,222 | 1,149,195 | 29,802,820 | 281,300 | 3,126,069 | 4,276,712 | 11,089,865 | 2,708,994 | 39,312,664 | 2,292,473 | 352,552 | 3,061,875 | 58,878,327 |
| 1884 | 14,038,694 | 948,901 | 13,419,227 | 408,124 | 3,655,568 | 4,345,878 | 5,298,389 | 2,960,488 | 22,030,385 | 2,748,434 | 221,061 | 2,656,635 | 36,814,392 |
| 1885 | 11,064,186 | 1,140,548 | 13,523,613 | 308,293 | 4,853,354 | 3,545,544 | 7,235,519 | 3,771,524 | 19,700,458 | 1,262,515 | 119,376 | 2,946,146 | 34,435,588 |
| 1886 | 13,142,644 | 1,462,414 | 10,801,020 | 216,078 | 6,797,879 | 4,538,229 | 8,510,097 | 3,803,566 | 20,241,079 | 1,279,399 | 432,700 | 2,751,423 | 37,088,264 |
| 1887 | 17,977,200 | 1,670,952 | 11,504,721 | 111,635 | 6,780,853 | 4,720,760 | 10,052,219 | 2,353,992 | 22,187,955 | 2,002,476 | 608,121 | 3,561,358 | 42,766,121 |
| 1888 | 13,707,240 | 1,817,511 | 8,342,817 | 120,497 | 4,820,846 | 4,534,298 | 6,853,195 | 2,551,043 | 15,611,056 | 3,766,180 | 563,539 | 3,997,596 | 33,843,209 |
| 1889 | 19,080,647 | 2,582,456 | 11,336,123 | 296,654 | 9,054,736 | 5,062,610 | 9,233,655 | 4,581,064 | 22,146,975 | 4,781,110 | 892,158 | 5,768,267 | 47,403,253 |
| 1890 | 20,664,427 | 2,735,546 | 16,092,384 | 639,050 | 9,750,901 | 5,898,763 | 10,656,465 | 5,097,434 | 27,363,678 | 4,944,149 | 1,215,399 | 6,450,301 | 55,699,426 |
| 1891 | 20,879,851 | 2,819,238 | 19,780,474 | 565,338 | 6,977,901 | 6,475,119 | 11,968,808 | 3,640,940 | 27,863,024 | 5,032,318 | 966,861 | 7,866,977 | 57,497,917 |
| 1892 | 21,334,733 | 2,980,571 | 23,928,255 | 1,383,435 | 11,084,445 | 8,936,228 | 20,141,867 | 6,995,419 | 22,720,114 | 4,607,549 | 2,034,761 | 9,299,451 | 69,949,837 |
| 1893 | 20,397,339 | 3,466,895 | 17,885,573 | 1,652,200 | 10,131,171 | 14,326,689 | 18,511,287 | 7,986,619 | 22,720,114 | 4,607,549 | 2,034,761 | 9,299,451 | 69,949,837 |
| 1894 | 19,641,622 | 3,717,740 | 17,342,062 | 1,858,367 | 9,916,742 | 19,031,011 | 18,394,465 | 11,154,933 | 21,822,216 | 4,512,455 | 2,586,919 | 16,645,187 | 71,507,575 |
| 1895 | 18,631,083 | 4,122,999 | 19,621,862 | 2,515,161 | 11,668,243 | 13,272,521 | 20,662,325 | 6,684,732 | 21,722,294 | 4,512,455 | 1,961,985 | 10,243,581 | 65,677,193 |
| 1896 | 19,420,761 | 3,460,489 | 20,143,605 | 1,797,161 | 11,668,243 | 13,272,521 | 20,662,325 | 7,942,844 | 21,722,294 | 4,512,455 | 1,961,985 | 10,243,581 | 65,677,193 |
| 1897 | 17,513,324 | 3,183,390 | 24,593,823 | 1,903,924 | 9,589,820 | 13,276,822 | 24,809,259 | 5,333,860 | 20,662,325 | 6,330,663 | 2,068,454 | 11,874,291 | 70,060,108 |
| 1898 | 18,931,226 | 3,775,038 | 29,336,984 | 2,625,521 | 4,763,587 | 17,587,069 | 33,276,631 | 8,907,811 | 26,260,638 | 5,543,843 | 1,728,780 | 10,411,607 | 81,019,375 |
| 1899 | 16,594,049 | 4,069,828 | 36,561,721 | 3,519,942 | 8,372,450 | 10,910,462 | 29,636,950 | 6,711,338 | 28,538,043 | 5,689,214 | 2,760,086 | 10,657,165 | 80,028,446 |
| 1900 | 28,152,009 | 8,915,766 | 44,127,899 | 4,245,695 | 9,316,066 | 13,793,937 | 37,393,450 | 6,488,502 | 31,478,271 | 6,985,660 | 3,577,929 | 12,751,058 | 98,581,462 |
| 1901 | 21,771,364 | 4,681,613 | 44,746,109 | 4,659,259 | 15,680,902 | 14,821,842 | 37,606,242 | 14,204,010 | 30,555,579 | 8,110,116 | 3,577,929 | 12,407,243 | 106,381,119 |
| 1902 | 22,782,333 | 4,826,668 | 61,709,806 | 5,303,403 | 10,598,013 | 13,306,527 | 50,307,063 | 6,701,903 | 37,608,666 | 8,083,313 | 3,128,575 | 14,696,320 | 118,526,860 |
| 1903 | 22,583,099 | 5,544,526 | 61,487,376 | 6,681,964 | 10,190,906 | 15,478,227 | 51,137,598 | 6,851,163 | 35,527,726 | 9,577,364 | 3,080,344 | 15,811,933 | 121,986,118 |

FOREIGN CARRYING TRADE.

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1903 inclusive with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879 inclusive), as method of transportation of specie and merchandise cannot be separately stated.

| Year ending June 30. | IMPORTS. | | | EXPORTS. | | | IMPORTS AND EXPORTS. | | | Percentage carried in American vessels. |
|-------------------------|---------------------------------------|-------------------------|------------------------|---------------------------------------|-------------------------|------------------------|---------------------------------------|-------------------------|------------------------|--------------------------------------------------|
| | In cars and other land vehicles | In American vessels. | In Foreign vessels. | In cars and other land vehicles | In American vessels. | In Foreign vessels. | In cars and other land vehicles | In American vessels. | In Foreign vessels. | Total. |
| 1857 | 259,116,170 | 101,773,971 | 111,745,825 | 251,214,857 | 111,745,825 | 213,519,796 | 510,331,027 | 213,519,796 | 723,850,823 | 70.5 |
| 1858 | 203,700,016 | 78,913,134 | 81,153,133 | 243,491,288 | 81,153,133 | 160,066,267 | 447,191,304 | 160,066,267 | 607,257,571 | 73.7 |
| 1859 | 216,123,428 | 122,644,702 | 249,617,953 | 279,082,902 | 107,171,509 | 229,816,211 | 465,741,381 | 229,816,211 | 695,557,592 | 66.9 |
| 1860 | 228,164,855 | 134,001,399 | 179,972,733 | 279,082,902 | 121,030,304 | 255,040,793 | 507,247,757 | 255,040,793 | 762,288,550 | 66.5 |
| 1861 | 201,544,055 | 134,106,098 | 125,421,318 | 179,972,733 | 69,372,180 | 203,478,278 | 381,516,788 | 203,478,278 | 584,995,066 | 65.2 |
| 1862 | 92,274,100 | 113,497,629 | 104,517,667 | 125,421,318 | 104,517,667 | 218,015,296 | 217,695,418 | 218,015,296 | 435,710,714 | 50.0 |
| 1863 | 109,744,580 | 143,175,340 | 199,880,691 | 132,127,891 | 199,880,691 | 343,056,031 | 241,872,471 | 343,056,031 | 584,928,502 | 41.4 |
| 1864 | 81,212,077 | 248,350,818 | 237,442,730 | 102,849,409 | 237,442,730 | 485,793,548 | 184,061,486 | 485,793,548 | 669,585,034 | 27.5 |
| 1865 | 74,385,116 | 174,170,336 | 262,839,588 | 93,017,756 | 262,839,588 | 437,010,124 | 167,402,872 | 437,010,124 | 604,412,996 | 27.7 |
| 1866 | 112,040,395 | 333,471,763 | 351,754,928 | 213,671,466 | 351,754,928 | 685,236,691 | 325,711,861 | 685,236,691 | 1,010,938,552 | 32.2 |
| 1867 | 117,209,536 | 300,623,035 | 280,708,368 | 180,625,358 | 280,708,368 | 581,330,403 | 297,834,904 | 581,330,403 | 879,165,307 | 33.9 |
| 1868 | 122,965,225 | 248,659,583 | 175,106,348 | 175,106,348 | 301,886,491 | 550,546,074 | 297,981,573 | 550,546,074 | 848,527,647 | 35.1 |
| 1869 | 136,802,024 | 300,512,231 | 193,786,978 | 153,164,748 | 301,886,491 | 586,492,012 | 289,966,772 | 586,492,012 | 876,448,784 | 33.1 |
| 1870 | 153,237,077 | 309,140,510 | 329,786,978 | 193,786,978 | 329,786,978 | 638,927,488 | 352,969,401 | 638,927,488 | 991,896,889 | 35.6 |
| 1871 | 15,137,354 | 363,020,644 | 392,801,932 | 7,798,166 | 392,801,932 | 755,822,576 | 353,654,172 | 755,822,576 | 1,132,472,258 | 31.2 |
| 1872 | 17,635,681 | 445,416,783 | 494,915,886 | 10,015,089 | 494,915,886 | 839,346,362 | 345,341,101 | 839,346,362 | 1,212,328,253 | 28.5 |
| 1873 | 17,070,518 | 471,806,765 | 533,886,971 | 10,799,430 | 533,886,971 | 966,723,651 | 346,306,592 | 966,723,651 | 1,340,890,221 | 25.8 |
| 1874 | 14,513,335 | 405,320,135 | 501,838,949 | 8,609,265 | 501,838,949 | 939,206,106 | 350,451,994 | 939,206,106 | 1,312,680,640 | 26.7 |
| 1875 | 13,083,859 | 382,949,568 | 492,215,487 | 7,304,356 | 492,215,487 | 884,788,517 | 314,277,792 | 884,788,517 | 1,119,434,544 | 26.8 |
| 1876 | 12,148,657 | 321,180,500 | 530,354,703 | 6,324,487 | 530,354,703 | 859,920,536 | 311,076,171 | 859,920,536 | 1,142,904,312 | 27.2 |
| 1877 | 10,697,640 | 329,565,833 | 569,583,564 | 6,707,170 | 569,583,564 | 876,991,129 | 316,660,281 | 876,991,129 | 1,194,045,627 | 26.5 |
| 1878 | 12,965,999 | 307,407,593 | 600,709,633 | 7,511,365 | 600,709,633 | 911,389,232 | 272,015,692 | 911,389,232 | 1,202,708,609 | 25.9 |
| 1879 | 11,983,823 | 503,494,913 | 720,770,521 | 7,439,862 | 720,770,521 | 1,224,265,434 | 258,846,577 | 1,224,265,434 | 1,503,593,404 | 17.18 |
| 1880 | 15,142,465 | 491,840,269 | 777,162,714 | 5,838,928 | 491,840,269 | 1,269,002,983 | 250,586,470 | 1,269,002,983 | 1,545,041,974 | 16.23 |
| 1881 | 17,193,213 | 571,517,802 | 641,460,991 | 8,259,308 | 641,460,991 | 1,212,978,769 | 227,239,745 | 1,212,978,769 | 1,476,181,331 | 15.40 |
| 1882 | 22,854,946 | 564,175,576 | 98,652,828 | 12,118,371 | 98,652,828 | 1,268,506,024 | 240,400,500 | 1,268,506,024 | 1,547,020,316 | 15.54 |
| 1883 | 23,063,048 | 512,511,192 | 615,287,007 | 25,089,844 | 512,511,192 | 1,079,518,666 | 194,866,743 | 1,079,518,666 | 1,319,711,064 | 14.76 |
| 1884 | 20,140,294 | 443,513,801 | 82,001,691 | 26,573,774 | 443,513,801 | 1,073,911,113 | 197,349,503 | 1,073,911,113 | 1,314,960,866 | 15.01 |
| 1885 | 21,149,476 | 491,937,636 | 72,991,253 | 24,183,269 | 491,937,636 | 1,165,194,508 | 194,366,746 | 1,165,194,508 | 1,408,502,979 | 13.80 |
| 1886 | 24,555,683 | 543,392,216 | | 19,144,667 | | | | | | |
| 1887 | 27,562,059 | | | 21,389,666 | | | | | | |

45 EDWARD VII., A. 1905

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, &c.—*Concluded.*

| Year ending June 30. | IMPORTS. | | | EXPORTS. | | | IMPORTS AND EXPORTS. | | | Percentage carried in American vessels. |
|-------------------------|---------------------------------------|-------------------------|------------------------|---------------------------------------|-------------------------|------------------------|---------------------------------------|-------------------------|------------------------|--------------------------------------------------|
| | In cars and other land vehicles | In American vessels. | In Foreign vessels. | In cars and other land vehicles | In American vessels. | In Foreign vessels. | In cars and other land vehicles | In American vessels. | In Foreign vessels. | Total. |
| | • | • | • | • | • | • | • | • | • | • |
| 1888..... | 32,209,459 | 123,525,298 | 568,222,357 | 22,147,368 | 67,332,175 | 606,474,964 | 54,355,827 | 190,857,473 | 1,174,697,321 | 1,419,911,621 |
| 1889..... | 38,227,861 | 120,782,910 | 586,120,891 | 28,436,517 | 83,022,198 | 630,942,660 | 66,664,378 | 203,805,108 | 1,217,063,541 | 1,487,533,027 |
| 1890..... | 40,621,361 | 124,948,948 | 623,740,100 | 32,949,902 | 77,502,138 | 747,376,644 | 73,576,263 | 202,451,086 | 1,371,115,744 | 1,647,139,093 |
| 1891..... | 40,932,755 | 127,471,678 | 676,511,763 | 31,923,439 | 78,968,047 | 773,589,324 | 72,856,194 | 206,439,725 | 1,450,101,087 | 1,729,397,006 |
| 1892..... | 39,726,595 | 139,139,891 | 648,535,976 | 33,220,629 | 81,033,844 | 916,023,675 | 72,947,224 | 220,173,735 | 1,564,559,651 | 1,857,680,610 |
| 1893..... | 44,121,094 | 127,095,434 | 696,184,394 | 43,862,947 | 70,670,073 | 783,132,174 | 87,984,041 | 197,765,507 | 1,428,316,568 | 1,714,060,116 |
| 1894..... | 29,623,095 | 121,561,193 | 503,810,334 | 49,221,427 | 73,707,023 | 769,212,122 | 78,844,522 | 195,268,216 | 1,273,022,456 | 1,547,135,194 |
| 1895..... | 33,201,988 | 108,229,615 | 590,538,362 | 49,902,754 | 62,277,581 | 695,357,830 | 83,104,742 | 170,507,196 | 1,285,896,192 | 1,589,508,130 |
| 1896..... | 35,535,079 | 117,299,074 | 626,890,521 | 61,131,125 | 70,392,813 | 751,083,000 | 96,666,204 | 187,691,887 | 1,377,973,521 | 1,682,331,612 |
| 1897..... | 36,812,620 | 109,133,454 | 619,784,338 | 65,062,305 | 79,441,823 | 906,969,428 | 100,894,325 | 189,075,277 | 1,525,753,766 | 1,816,723,968 |
| 1898..... | 30,427,784 | 93,535,867 | 492,066,003 | 73,283,704 | 67,792,150 | 1,090,406,476 | 103,711,488 | 161,328,017 | 1,582,492,479 | 1,847,531,964 |
| 1899..... | 33,424,821 | 82,050,118 | 581,673,550 | 83,870,907 | 78,562,088 | 1,064,590,307 | 117,295,728 | 160,612,206 | 1,646,263,857 | 1,924,171,791 |
| 1900..... | 44,412,509 | 104,304,940 | 701,223,735 | 110,483,141 | 90,779,252 | 1,193,220,689 | 154,895,650 | 195,064,192 | 1,894,444,424 | 2,244,424,266 |
| 1901..... | 47,100,814 | 83,045,493 | 683,015,858 | 111,900,931 | 84,843,122 | 1,291,520,938 | 159,001,745 | 177,398,615 | 1,974,536,796 | 2,310,937,156 |
| 1902..... | 56,366,711 | 102,115,002 | 744,766,235 | 123,824,337 | 83,631,985 | 1,174,263,079 | 180,191,048 | 185,819,987 | 1,919,029,314 | 2,285,040,349 |
| 1903..... | 66,208,195 | 123,616,532 | 835,844,210 | 138,851,301 | 91,028,200 | 1,190,262,178 | 206,059,496 | 214,686,032 | 2,026,106,368 | 2,445,860,916 |

NOTE.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

SESSIONAL PAPER No. 20

STATEMENT showing the Total Values of Foreign Merchandise transported in the In-Transit and Transshipment Trade of the United States with the British North American Possessions, during each year from 1871 to 1903.

| Year ending June 30. | Received for transit and transshipment from British North American Possessions. | | | Shipped in transit to or transshipment for British North American Possessions. | | |
|----------------------|---------------------------------------------------------------------------------|------------|------------|--------------------------------------------------------------------------------|-----------|------------|
| | By Land. | By Water. | Total. | By Land. | By Water. | Total. |
| | \$ | \$ | \$ | \$ | \$ | \$ |
| 1871..... | 6,035,585 | 1,918,475 | 7,954,060 | 15,624,591 | 2,781,884 | 18,406,475 |
| 1872..... | 8,237,859 | 1,038,310 | 9,276,169 | 19,357,342 | 4,685,448 | 24,042,790 |
| 1873..... | 11,700,737 | 1,693,906 | 13,394,693 | 20,178,666 | 6,605,518 | 26,784,184 |
| 1874..... | 12,695,590 | 1,468,100 | 14,163,690 | 20,572,299 | 6,938,430 | 27,510,739 |
| 1875..... | 16,890,022 | 1,152,555 | 18,042,577 | 23,794,129 | 6,006,166 | 29,800,295 |
| 1876..... | 21,301,262 | 1,200,640 | 22,591,902 | 19,369,958 | 5,049,930 | 24,419,888 |
| 1877..... | 10,835,642 | 1,636,053 | 12,471,695 | 17,066,855 | 1,910,298 | 18,977,153 |
| 1878..... | 10,314,534 | 1,889,524 | 12,204,058 | 11,914,321 | 998,364 | 12,912,685 |
| 1879..... | 10,098,998 | 1,982,097 | 12,081,095 | 12,030,635 | 858,952 | 12,889,587 |
| 1880..... | 15,265,177 | 1,869,570 | 17,134,747 | 16,388,673 | 653,430 | 17,042,003 |
| 1881..... | 15,200,967 | 1,801,079 | 17,002,046 | 22,828,270 | 527,994 | 23,356,264 |
| 1882..... | 24,665,029 | 3,878,149 | 28,543,178 | 36,613,465 | 982,019 | 37,595,484 |
| 1883..... | 26,382,370 | 3,420,450 | 29,802,820 | 38,389,318 | 923,250 | 39,312,568 |
| 1884..... | 13,043,498 | 375,729 | 13,419,227 | 22,120,587 | 818,798 | 22,939,385 |
| 1885..... | 12,755,686 | 767,927 | 13,523,613 | 19,105,476 | 594,982 | 19,700,458 |
| 1886..... | 9,593,344 | 1,267,676 | 10,861,020 | 19,428,867 | 812,212 | 20,241,079 |
| 1887..... | 9,377,041 | 2,127,680 | 11,504,721 | 20,178,365 | 2,009,590 | 22,187,955 |
| 1888..... | 6,309,024 | 2,033,793 | 8,342,817 | 13,347,876 | 2,063,780 | 15,411,656 |
| 1889..... | 8,303,171 | 3,032,952 | 11,336,123 | 19,299,966 | 2,849,263 | 22,149,229 |
| 1890..... | 13,524,298 | 2,477,612 | 16,001,910 | 24,788,152 | 2,547,052 | 27,335,201 |
| 1891..... | 18,065,925 | 1,714,545 | 19,780,470 | 25,185,706 | 2,697,317 | 27,883,023 |
| 1892..... | 21,346,413 | 2,581,842 | 23,928,255 | 23,989,746 | 2,714,368 | 26,704,114 |
| 1893..... | 13,807,662 | 4,077,911 | 17,885,573 | 20,151,432 | 2,568,679 | 22,720,111 |
| 1894..... | 13,501,664 | 3,840,429 | 17,342,093 | 17,974,332 | 2,207,884 | 20,182,216 |
| 1895..... | 14,068,922 | 5,552,940 | 19,621,862 | 18,752,226 | 2,970,068 | 21,722,294 |
| 1896..... | 13,408,578 | 6,735,027 | 20,143,605 | 18,335,373 | 3,453,043 | 21,788,416 |
| 1897..... | 17,665,422 | 6,928,401 | 24,593,823 | 18,430,841 | 2,232,835 | 20,663,676 |
| 1898..... | 27,277,049 | 12,069,935 | 39,336,984 | 22,792,971 | 3,457,667 | 26,250,638 |
| 1899..... | 28,248,759 | 8,312,962 | 36,561,721 | 22,593,761 | 2,941,282 | 25,535,043 |
| 1900..... | 33,346,150 | 10,781,749 | 44,127,899 | 27,990,931 | 3,481,290 | 31,472,271 |
| 1901..... | 37,680,071 | 7,066,038 | 44,746,109 | 27,899,903 | 2,655,076 | 30,555,579 |
| 1902..... | 46,761,353 | 14,948,545 | 61,709,898 | 30,518,576 | 7,090,090 | 37,608,666 |
| 1903..... | 45,026,422 | 16,460,954 | 61,487,376 | 32,349,527 | 3,178,199 | 35,527,726 |

NOTE.—This movement forms no part of the import and export trade.

4-5 EDWARD VII., A. 1905

C.—TABLE showing the Tonnage of the undermentioned Articles moved

| Years. | VEGETABLE FOOD. | | | | | | |
|-----------|-----------------|-----------|-----------|---------|---------|--------|------------------------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Vegetable Food.* |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869..... | 71,051 | 670,534 | 256,475 | 99,012 | 92,309 | 13,489 | 99,743 |
| 1870..... | 54,978 | 658,524 | 193,129 | 123,191 | 117,941 | 19,520 | 127,727 |
| 1871..... | 41,211 | 748,549 | 672,057 | 113,992 | 129,891 | 34,563 | 109,935 |
| 1872..... | 20,534 | 403,903 | 902,753 | 120,061 | 92,959 | 13,357 | 120,753 |
| 1873..... | 19,307 | 803,064 | 637,296 | 70,586 | 70,023 | 30,160 | 114,735 |
| 1874..... | 29,134 | 772,163 | 519,203 | 98,654 | 59,408 | 8,215 | 280,821 |
| 1875..... | 17,635 | 744,293 | 282,031 | 104,475 | 62,717 | 8,309 | 86,090 |
| 1876..... | 9,290 | 416,376 | 365,254 | 96,494 | 52,147 | 19,949 | 104,783 |
| 1877..... | 8,923 | 448,043 | 723,458 | 139,453 | 66,045 | 35,948 | 77,114 |
| 1878..... | 5,904 | 844,555 | 734,993 | 89,534 | 85,029 | 64,613 | 88,106 |
| 1879..... | 7,164 | 949,466 | 621,180 | 96,144 | 23,164 | 59,210 | 77,071 |
| 1880..... | 8,266 | 966,052 | 1,156,619 | 106,247 | 20,893 | 26,340 | 86,673 |
| 1881..... | 6,926 | 444,832 | 475,823 | 81,587 | 30,321 | 15,484 | 61,588 |
| 1882..... | 9,372 | 642,215 | 251,687 | 96,650 | 22,180 | 43,372 | 53,300 |
| 1883..... | 9,047 | 573,740 | 522,978 | 58,787 | 51,607 | 95,246 | 67,595 |
| 1884..... | 7,251 | 790,409 | 198,216 | 65,008 | 52,696 | 71,462 | 51,944 |
| 1885..... | 6,869 | 565,922 | 359,982 | 64,587 | 8,234 | 10,211 | 47,505 |
| 1886..... | 9,005 | 993,129 | 354,765 | 62,854 | 7,278 | 3,073 | 59,782 |
| 1887..... | 4,089 | 936,840 | 446,617 | 75,458 | 35,365 | 6,717 | 47,678 |
| 1888..... | 3,287 | 491,419 | 499,218 | 41,100 | 70,315 | 12,532 | 49,087 |
| 1889..... | 4,429 | 484,141 | 592,550 | 66,110 | 63,674 | 36,329 | 49,663 |
| 1890..... | 3,489 | 363,738 | 616,702 | 90,754 | 48,438 | 21,657 | 33,123 |
| 1891..... | 3,126 | 756,101 | 142,141 | 71,903 | 16,362 | 68,771 | 33,951 |
| 1892..... | 4,879 | 620,768 | 150,269 | 51,596 | 72,444 | 4,236 | 33,807 |
| 1893..... | 2,367 | 1,093,927 | 252,283 | 49,651 | 24,714 | 6,518 | 20,656 |
| 1894..... | 2,909 | 903,361 | 275,377 | 89,700 | 100,874 | 5,288 | 22,620 |
| 1895..... | 2,240 | 280,550 | 94,403 | 77,868 | 87,839 | 205 | 59,400 |
| 1896..... | 7,963 | 408,872 | 100,227 | 109,967 | 197,713 | 77,210 | 55,230 |
| 1897..... | 3,206 | 180,035 | 312,776 | 100,337 | 50,345 | 66,387 | 31,489 |
| 1898..... | 1,854 | 69,986 | 364,248 | 89,906 | 76,244 | 7,745 | 43,044 |
| 1899..... | 1,247 | 282,422 | 92,670 | 78,627 | 93,733 | 5,931 | 22,856 |
| 1900..... | 1,171 | 138,302 | 189,013 | 63,204 | 36,435 | 10,478 | 34,254 |
| 1901..... | 747 | 214,854 | 87,392 | 55,502 | 88,521 | 10,326 | 99,757 |
| 1902..... | 1,328 | 291,938 | 33,001 | 75,314 | 44,678 | 18,503 | 24,291 |
| 1903..... | 1,075 | 143,832 | 191,351 | 71,837 | 62,326 | 12,027 | 30,153 |

* Apples, meal all kinds, pease, potatoes.

SESSIONAL PAPER No. 20

on all Canals in the State of New York, during a series of thirty-five years.

| Total. | HEAVY GOODS. | | | | | Total. |
|-----------|---------------|-------------|---------|-----------|---------|-----------|
| | Railway Iron. | Other Iron. | Salt. | Coal. | Ores. | |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1,302,613 | 137,677 | 79,652 | 263,333 | 1,324,408 | 183,992 | 1,989,062 |
| 1,295,010 | 135,930 | 89,708 | 266,740 | 1,558,185 | 238,802 | 2,289,365 |
| 1,850,198 | 178,269 | 100,310 | 248,709 | 1,194,037 | 289,952 | 2,011,277 |
| 1,674,320 | 161,667 | 96,996 | 248,558 | 1,462,590 | 377,592 | 2,347,403 |
| 1,745,171 | 53,363 | 62,581 | 216,706 | 1,625,859 | 415,968 | 2,374,477 |
| 1,767,598 | 24,511 | 82,955 | 173,590 | 1,413,162 | 232,544 | 1,926,762 |
| 1,305,550 | 36,603 | 95,305 | 186,785 | 1,217,091 | 283,219 | 1,819,003 |
| 1,064,293 | 11,691 | 69,450 | 114,070 | 1,036,698 | 173,530 | 1,405,439 |
| 1,498,984 | 10,341 | 58,828 | 156,918 | 1,286,881 | 250,573 | 1,763,541 |
| 1,912,734 | 8,385 | 65,642 | 139,927 | 889,873 | 210,078 | 1,313,905 |
| 1,833,399 | 27,634 | 99,568 | 136,021 | 971,074 | 314,411 | 1,548,708 |
| 2,371,090 | 93,613 | 139,993 | 144,487 | 959,342 | 370,884 | 1,709,319 |
| 1,116,561 | 78,650 | 205,005 | 113,756 | 1,092,003 | 337,873 | 1,827,287 |
| 1,118,776 | 58,921 | 122,786 | 108,040 | 1,228,435 | 364,361 | 1,882,543 |
| 1,379,000 | 46,553 | 47,412 | 190,392 | 1,152,849 | 293,892 | 1,731,098 |
| 1,236,986 | 28,513 | 54,471 | 161,788 | 954,288 | 210,610 | 1,400,670 |
| 1,063,310 | 12,215 | 38,726 | 161,272 | 1,025,941 | 195,750 | 1,433,904 |
| 1,489,886 | 10,878 | 152,030 | 112,002 | 857,884 | 269,914 | 1,402,708 |
| 1,552,764 | 21,368 | 224,979 | 124,054 | 905,424 | 243,578 | 1,539,403 |
| 1,166,958 | 2,596 | 43,881 | 106,344 | 1,219,680 | 259,269 | 1,631,770 |
| 1,296,896 | 3,278 | 78,135 | 112,100 | 1,094,897 | 234,948 | 1,523,358 |
| 1,167,901 | 5,800 | 26,804 | 93,181 | 830,154 | 202,072 | 1,157,291 |
| 1,092,355 | 1,960 | 36,770 | 81,232 | 881,502 | 215,686 | 1,217,150 |
| 937,999 | 524 | 40,073 | 93,216 | 832,397 | 136,612 | 1,102,822 |
| 1,450,116 | 536 | 25,204 | 52,094 | 741,934 | 102,275 | 922,043 |
| 1,400,129 | 267 | 22,614 | 70,353 | 609,368 | 37,641 | 740,243 |
| 602,505 | 4,263 | 59,402 | 71,334 | 766,723 | 144,076 | 1,045,798 |
| 957,182 | 1,568 | 74,651 | 83,309 | 682,167 | 89,998 | 931,692 |
| 744,575 | 5,080 | 71,117 | 66,879 | 646,803 | 76,311 | 866,190 |
| 653,027 | 6,288 | 101,216 | 85,525 | 626,616 | 73,199 | 892,844 |
| 577,486 | 2,725 | 69,106 | 91,068 | 777,748 | 205,234 | 1,145,876 |
| 472,857 | 833 | 49,036 | 88,635 | 809,187 | 103,514 | 1,051,205 |
| 557,099 | 7.9 | 30,110 | 100,080 | 774,538 | 90,656 | 996,093 |
| 489,053 | 15 | 24,077 | 111,430 | 567,911 | 115,983 | 819,416 |
| 512,601 | 181 | 21,577 | 111,955 | 733,369 | 101,752 | 968,834 |

4-5 EDWARD VII., A. 1905

D.—TABLE showing the total Tonnage of the undermentioned Articles moved Up and Down

| Year. | VEGETABLE FOOD. | | | | | | |
|------------|-----------------|---------|---------|---------|--------|--------|----------------------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. † |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869*..... | 45,674 | 313,825 | 120,599 | 20,951 | ..... | 904 | 1,937 |
| 1872..... | 26,651 | 239,998 | 254,902 | 6,035 | 7,752 | 64 | 2,745 |
| 1873..... | 30,665 | 355,847 | 180,169 | 8,225 | 1,194 | 3 | 3,777 |
| 1874..... | 24,019 | 413,212 | 181,151 | 18,871 | 5,954 | 513 | 8,677 |
| 1875..... | 13,964 | 253,835 | 103,749 | 35,751 | 3,383 | 917 | 6,337 |
| 1876..... | 15,778 | 201,906 | 144,501 | 18,455 | 24,496 | 1,454 | 3,198 |
| 1877..... | 13,558 | 253,953 | 169,196 | 19,870 | 2,810 | 2,439 | 2,355 |
| 1878..... | 9,121 | 191,982 | 185,931 | 10,979 | 3,088 | ..... | 2,302 |
| 1879..... | 10,710 | 274,570 | 144,506 | 4,655 | 1,239 | 440 | 2,444 |
| 1880..... | 12,679 | 242,020 | 163,738 | 17,772 | 477 | 1,016 | 1,480 |
| 1881..... | 9,959 | 127,832 | 101,075 | 24,509 | ..... | 1,844 | 2,086 |
| 1882..... | 12,261 | 215,056 | 54,799 | 20,126 | 611 | 3,226 | 403 |
| 1883..... | 13,471 | 152,794 | 182,269 | 10,436 | 731 | 1,642 | 10,983 |
| 1884..... | 13,683 | 144,851 | 118,811 | 7,155 | 10,746 | 1,320 | 9,168 |
| 1885..... | 13,334 | 124,206 | 117,536 | 15,801 | 1,116 | ..... | 1,912 |
| 1886..... | 19,474 | 154,169 | 219,442 | 1,595 | 4,911 | 564 | 14,657 |
| 1887..... | 23,949 | 221,927 | 114,938 | 9,574 | 12,050 | ..... | 12,533 |
| 1888..... | 16,983 | 160,963 | 194,886 | 5,906 | 26,629 | 811 | 13,608 |
| 1889..... | 7,931 | 126,664 | 353,595 | 4,272 | 28,356 | 2,673 | 18,552 |
| 1890..... | 14,461 | 118,002 | 327,394 | 10,830 | 27,728 | 1,549 | 20,876 |
| 1891..... | 13,517 | 198,658 | 185,180 | 8,113 | 52,959 | 65,888 | 28,042 |
| 1892..... | 17,046 | 232,019 | 192,548 | 6,433 | 37,173 | 9,392 | 32,815 |
| 1893..... | 15,235 | 258,392 | 441,092 | 18,599 | 31,283 | 3,671 | 36,981 |
| 1894..... | 33,628 | 270,993 | 169,233 | 28,353 | 27,962 | 567 | 60,673 |
| 1895..... | 44,044 | 203,088 | 164,894 | 8,689 | 18,236 | 1,007 | 46,463 |
| 1896..... | 42,425 | 320,563 | 320,444 | 11,368 | 28,178 | 9,405 | 56,591 |
| 1897..... | 9,065 | 324,743 | 390,615 | 14,173 | 25,161 | 8,483 | 44,674 |
| 1898..... | 5,578 | 207,647 | 437,861 | 12,286 | 17,502 | 16,127 | 23,182 |
| 1899..... | 11,625 | 197,732 | 204,004 | 2,907 | 24,037 | 923 | 18,460 |
| 1900..... | 10,968 | 137,800 | 163,509 | 4,035 | 41,055 | 3,538 | 14,815 |
| 1901..... | 18,978 | 151,586 | 67,756 | 7,119 | 28,485 | 2,961 | 14,024 |
| 1902..... | 22,282 | 225,171 | 67,647 | 7,418 | 11,232 | 4,079 | 12,963 |
| 1903..... | 25,998 | 259,031 | 210,758 | 14,656 | 7,911 | 4,904 | 13,994 |

* Fiscal

† Apples, meal all kinds, pease, potatoes.

SESSIONAL PAPER No. 20

through the Welland Canal, during a period of thirty-three years, ended Dec. 31, 1903.

| Total. | HEAVY GOODS. | | | | | | Total. |
|---------|------------------|-------------|--------|--------------------------------------------------------------------------|---------|---------|---------|
| | Railway Iron. | Other Iron. | Salt. | Iron and Salt having paid full tolls on St. Lawrence Canals. | Coal. | Ores. | |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 503,860 | 68,064 | 16,924 | 91,575 | 37,153 | 103,126 | 58,781 | 275,623 |
| 538,147 | 26,217 | 17,141 | 50,540 | 44,243 | 186,932 | 98,605 | 3,678 |
| 579,880 | 6,923 | 20,754 | 40,850 | 17,157 | 339,016 | 118,685 | 43,387 |
| 647,397 | 6,032 | 12,068 | 23,309 | 9,579 | 323,503 | 56,825 | 431,316 |
| 417,936 | 1,517 | 7,588 | 13,509 | 9,962 | 321,306 | 43,683 | 397,565 |
| 409,788 | 51 | 7,997 | 30,300 | 20,327 | 288,211 | 81,654 | 378,540 |
| 464,181 | 9,630 | 9,696 | 9,173 | 3,983 | 323,869 | 42,758 | 399,109 |
| 403,403 | 10 | 11,518 | 3,980 | 12,686 | 295,318 | 15,229 | 338,741 |
| 438,564 | 2,782 | 5,797 | 7,174 | 17,796 | 192,957 | 19,164 | 245,670 |
| 442,182 | 5,360 | 4,812 | 413 | 22,273 | 109,986 | 34,139 | 176,983 |
| 269,395 | 4,585 | 7,013 | 10 | 30,682 | 128,113 | 18,785 | 189,188 |
| 306,492 | ..... | 5,348 | 50 | 17,327 | 237,559 | 23,700 | 283,984 |
| 373,326 | 1,237 | 7,922 | 66 | 17,037 | 307,058 | 31,785 | 365,105 |
| 305,734 | 698 | 662 | 461 | 3,242 | 274,471 | 53,205 | 332,729 |
| 273,906 | 78 | 2,055 | 597 | 14,243 | 248,272 | 26,728 | 291,973 |
| 414,812 | 166 | 6,123 | 48 | 12,324 | 271,356 | 27,447 | 317,464 |
| 394,971 | 1,351 | 5,036 | ..... | 6,715 | 145,193 | 13,866 | 172,761 |
| 419,786 | 93 | 3,220 | 316 | 13,617 | 223,871 | 16,872 | 257,989 |
| 542,043 | 47 | 2,479 | 1,254 | 20,269 | 268,305 | 2,435 | 294,789 |
| 519,291 | ..... | 753 | 1,027 | 28,047 | 202,384 | 8,138 | 240,349 |
| 367,177 | 127 | 1,610 | 2,567 | 7,953 | 224,644 | 3,415 | 240,316 |
| 527,426 | 163 | 1,567 | 878 | 3,666 | 211,616 | 355 | 218,245 |
| 805,253 | 6 | 2,075 | 374 | 8,139 | 233,096 | ..... | 243,690 |
| 591,409 | ..... | 3,072 | 159 | 977 | 203,608 | ..... | 207,816 |
| 486,421 | 185 | 6,245 | 54 | 2,819 | 158,866 | 1,140 | 169,309 |
| 788,974 | 1,192 | 6,332 | 82 | 3,264 | 223,445 | 1,158 | 235,473 |
| 816,914 | 7,206 | 17,012 | 227 | 590 | 176,226 | ..... | 201,261 |
| 720,183 | 1,444 | 11,722 | 799 | 734 | 162,336 | 13,433 | 190,468 |
| 459,688 | 567 | 6,361 | 1,282 | 1,318 | 97,732 | 26,125 | 133,385 |
| 375,720 | ..... | 8,190 | 533 | 4,800 | 47,392 | 58,400 | 119,315 |
| 290,909 | 83 | 6,094 | 327 | 8,773 | 49,480 | 99,487 | 164,244 |
| 350,792 | 64 | 7,488 | ..... | 15,201 | 64,014 | 22,480 | 109,247 |
| 537,252 | 488 | 5,407 | 2,554 | 45,846 | 147,884 | 18,323 | 220,502 |

4-5 EDWARD VII., A. 1905

E.—TABLE showing the tonnages of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of thirty-five years.

VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles * | Total. | Increase. | Decrease. |
|------------|--------|-----------|---------|---------|---------|--------|------------------------|-----------|-----------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| 1869. | 5,609 | 490,904 | 219,874 | 1,978 | 63,728 | 2,150 | 2,193 | 786,436 | ..... | ..... |
| 1870. | 8,258 | 502,158 | 165,577 | 19,944 | 89,156 | 10,593 | 6,906 | 802,592 | 2·05 | ..... |
| 1871. | 5,607 | 570,849 | 579,709 | 19,810 | 106,391 | 27,622 | 5,705 | 1,315,693 | 67·59 | ..... |
| 1872. .... | ..... | 330,032 | 866,169 | 41,515 | 73,572 | 5,900 | 88 | 1,317,276 | 67·50 | ..... |
| 1873. | 6 | 737,167 | 611,675 | 8,636 | 51,515 | 22,441 | 634 | 1,432,174 | 82·10 | ..... |
| 1874. .... | ..... | 650,161 | 459,728 | 3,192 | 44,079 | 112 | 237 | 1,157,509 | 47·18 | ..... |
| 1875. | 5,859 | 695,315 | 273,006 | 1,156 | 36,609 | 2,242 | 3,372 | 1,017,559 | 29·38 | ..... |
| 1876. | 231 | 377,317 | 356,064 | 6,334 | 24,488 | 12,205 | 4,691 | 783,331 | ..... | 0·39 |
| 1877. | 1,710 | 398,416 | 709,723 | 26,351 | 52,559 | 27,365 | 4,976 | 1,223,100 | 55·52 | ..... |
| 1878. | 987 | 775,953 | 718,714 | 21,665 | 69,256 | 51,064 | 6,662 | 1,644,301 | 109·08 | ..... |
| 1879. | 1,239 | 892,404 | 602,171 | 7,193 | 14,537 | 40,471 | 7,528 | 1,565,543 | 99·07 | ..... |
| 1880. | 2,743 | 897,603 | 131,857 | 434 | 16,154 | 12,137 | 4,256 | 2,065,184 | 162·06 | ..... |
| 1881. | 1,491 | 386,605 | 458,318 | 86 | 24,751 | 107 | 7,484 | 878,842 | 11·75 | ..... |
| 1882. | 1,123 | 586,019 | 241,406 | 1,858 | 9,046 | 19,158 | 6,216 | 864,826 | 9·96 | ..... |
| 1883. | 538 | 535,150 | 517,219 | 6,816 | 47,190 | 79,010 | 6,051 | 1,191,974 | 51·06 | ..... |
| 1884. | 520 | 767,784 | 194,368 | 4,910 | 47,060 | 57,856 | 4,411 | 1,078,909 | 37·18 | ..... |
| 1885. | 323 | 540,533 | 356,737 | 3,317 | 5,610 | 6,405 | 5,427 | 918,352 | 14·36 | ..... |
| 1886. | 488 | 955,851 | 351,272 | 6,799 | 5,180 | ..... | 4,001 | 1,353,591 | 72·11 | ..... |
| 1887. | 334 | 914,152 | 438,069 | 15,207 | 32,907 | 4,612 | 44,693 | 1,449,964 | 95·64 | ..... |
| 1888. | 534 | 469,965 | 494,110 | 6,589 | 68,922 | 10,997 | 1,717 | 1,062,834 | 33·87 | ..... |
| 1889. | 845 | 457,922 | 579,526 | 16,380 | 61,175 | 34,167 | 5,160 | 1,155,175 | 46·88 | ..... |
| 1890. | 195 | 329,531 | 498,641 | 58,563 | 45,292 | 16,903 | 4,362 | 953,397 | 21·23 | ..... |
| 1891. | 1,071 | 733,967 | 137,679 | 43,779 | 14,803 | 66,278 | 2,594 | 1,000,171 | 27·18 | ..... |
| 1892. | 2,485 | 611,177 | 141,506 | 37,570 | 70,363 | 3,997 | 3,472 | 870,570 | 10·69 | ..... |
| 1893. | 424 | 1,086,834 | 240,767 | 38,986 | 21,981 | 6,156 | 243 | 1,395,391 | 77·43 | ..... |
| 1894. | 327 | 887,908 | 265,947 | 69,707 | 99,898 | 5,191 | 2,123 | 1,331,101 | 69·26 | ..... |
| 1895. | 98 | 271,957 | 83,611 | 71,185 | 85,507 | 205 | 15 | 508,596 | ..... | 35·32 |
| 1896. | 6,971 | 402,114 | 89,726 | 101,154 | 194,442 | 77,162 | 5,575 | 877,144 | 11·53 | ..... |
| 1897. | 1,665 | 168,870 | 303,761 | 88,293 | 48,591 | 65,490 | 11,965 | 688,635 | ..... | 12·44 |
| 1898. .... | ..... | 64,760 | 354,917 | 85,359 | 74,336 | 7,367 | 20,818 | 607,557 | ..... | 22·74 |
| 1899. .... | ..... | 271,848 | 84,370 | 72,892 | 92,919 | 5,839 | ..... | 527,868 | ..... | 32·89 |
| 1900. | 620 | 129,683 | 184,996 | 53,472 | 33,564 | 10,478 | 25,621 | 438,434 | ..... | 44·11 |
| 1901. | 3 | 211,317 | 86,240 | 45,624 | 87,357 | 10,326 | 32,862 | 473,729 | ..... | 39·76 |
| 1902. .... | ..... | 289,207 | 30,293 | 50,500 | 43,162 | 18,503 | 5,278 | 436,943 | ..... | 44·44 |
| 1903. .... | ..... | 140,508 | 183,856 | 47,857 | 61,060 | 12,027 | 510 | 445,818 | ..... | 43·31 |

* Apples, meal all kinds, pease, potatoes.

SESSIONAL PAPER No. 20

STATEMENT to Table E showing the shipment at Oswego during the same period.
VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles * | Total. | Increase. | Decrease. |
|-----------|--------|---------|--------|---------|-------|--------|------------------------|---------|-----------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| 1869..... | 7,361 | 141,360 | 28,585 | 66,794 | 1,113 | 8,569 | 14,033 | 267,815 | .. | .... |
| 1870..... | 11,440 | 115,732 | 10,120 | 77,906 | 3,953 | 7,402 | 11,628 | 238,181 | ... | 11·06 |
| 1871..... | 10,043 | 123,173 | 70,218 | 72,675 | 1,806 | 6,250 | 13,259 | 297,424 | 11·06 | ..... |
| 1872..... | 4,773 | 57,865 | 27,148 | 62,172 | 684 | 6,751 | 10,425 | 169,818 | ... | 36·59 |
| 1873..... | 4,061 | 53,361 | 10,578 | 46,337 | 670 | 6,019 | 10,739 | 131,765 | ..... | 50·80 |
| 1874..... | | 108,288 | 46,127 | 77,007 | 1,108 | 7,053 | 3,747 | 243,325 | ..... | 9·14 |
| 1875..... | 1,728 | 32,690 | 3,034 | 75,083 | 3,308 | 4,989 | 5,931 | 126,763 | ..... | 52·67 |
| 1876..... | 967 | 21,890 | 1,324 | 63,336 | 117 | 5,703 | 6,638 | 99,975 | ..... | 62·67 |
| 1877..... | 855 | 28,955 | 3,308 | 80,306 | 316 | 6,603 | 6,556 | 126,899 | ..... | 52·61 |
| 1878..... | 1,394 | 24,171 | 1,383 | 50,381 | | 10,598 | 5,222 | 93,149 | ..... | 65·21 |
| 1879..... | 734 | 25,740 | 9,268 | 71,693 | | 16,623 | 3,110 | 127,168 | ..... | 52·51 |
| 1880..... | 951 | 17,466 | 15,656 | 82,743 | | 12,598 | 5,996 | 135,410 | ..... | 49·43 |
| 1881..... | 758 | 25,352 | 8,064 | 62,793 | 200 | 14,444 | 4,027 | 115,638 | ..... | 56·82 |
| 1882..... | 813 | 20,274 | 4,401 | 70,862 | 416 | 22,265 | 7,773 | 126,804 | ..... | 52·65 |
| 1883..... | 432 | 22,634 | 535 | 32,557 | | 14,384 | 1,967 | 72,507 | ..... | 73·00 |
| 1884..... | 404 | 5,932 | 413 | 48,391 | | 12,173 | 2,819 | 70,132 | ..... | 73·43 |
| 1885..... | 519 | 6,484 | 22 | 45,264 | | 4,613 | 2,045 | 59,847 | ..... | 77·62 |
| 1886..... | 737 | 9,579 | 154 | 42,261 | | 1,671 | 4,814 | 59,216 | ... | 77·88 |
| 1887..... | 790 | 675 | 2 | 44,580 | | 716 | 1,370 | 48,133 | ..... | 82·02 |
| 1888..... | 381 | 2,206 | 168 | 6,237 | | | 2,196 | 11,191 | ..... | 95·82 |
| 1889..... | 473 | 8,002 | 8,950 | 40,096 | 16 | 1,405 | 1,003 | 59,945 | ..... | 77·61 |
| 1890..... | 545 | 10,378 | 10,408 | 26,639 | 8 | 4,635 | 2,356 | 54,969 | ..... | 79·47 |
| 1891..... | 292 | 4,298 | 1,652 | 27,418 | | 2,130 | 3,620 | 39,410 | ..... | 85·28 |
| 1892..... | 273 | 4,806 | 5,657 | 5,283 | | 199 | 2,340 | 18,558 | ..... | 93·07 |
| 1893..... | 119 | 2,034 | 3,968 | 8,476 | | 237 | 2,784 | 17,620 | ..... | 93·43 |
| 1894..... | 8 | 10,293 | 10,514 | 17,160 | | | 2,609 | 40,584 | ..... | 84·84 |
| 1895..... | 66 | 3,073 | 7,352 | 1,900 | 1,816 | | 258 | 14,465 | ..... | 94·23 |
| 1896..... | | 1,825 | 7,778 | 7,552 | | | 2,468 | 19,623 | .. | 93·01 |
| 1897..... | | 6,588 | 5,550 | 7,349 | 498 | 219 | 245 | 20,449 | ..... | 92·37 |
| 1898..... | 160 | 2,111 | 5,886 | 1,450 | 16 | | 784 | 10,407 | ..... | 96·12 |
| 1899..... | 216 | 3,106 | 4,478 | 2,400 | | | 2,346 | 12,546 | .. | 94·61 |
| 1900..... | 214 | 485 | 1,404 | 2,400 | | | 403 | 4,906 | ..... | 98·54 |
| 1901..... | 245 | 526 | | 5,375 | | | 120 | 6,266 | ..... | 97·67 |
| 1902..... | 159 | | | 3,678 | 3 | | 632 | 4,472 | ..... | 98·34 |
| 1903..... | | | | 8,239 | | | 570 | 8,809 | ... | 96·71 |

* Apples, meal, all kinds, potatoes.

4-5 EDWARD VII., A. 1905

F.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland Canal during a series of thirty-three years, ended December 31, 1903.

VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. † | Total. |
|------------|--------|---------|---------|---------|--------|--------|----------------------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869*..... | 44,110 | 310,090 | 119,541 | 3,920 | ..... | 680 | 1,541 | 479,882 |
| 1872..... | 26,648 | 231,056 | 254,534 | 693 | 7,594 | 64 | 2,300 | 524,889 |
| 1873..... | 30,660 | 345,720 | 180,042 | 643 | 1,188 | 3 | 3,557 | 563,813 |
| 1874..... | 24,017 | 406,157 | 181,128 | 377 | 5,953 | ..... | 3,301 | 620,933 |
| 1875..... | 13,930 | 248,555 | 103,477 | 813 | 3,383 | 500 | 4,304 | 374,962 |
| 1876..... | 15,735 | 194,559 | 144,501 | 1,110 | 24,496 | 1,454 | 2,949 | 384,807 |
| 1877..... | 13,588 | 248,894 | 169,185 | 10,216 | 2,810 | 2,405 | 1,833 | 448,931 |
| 1878..... | 8,854 | 188,106 | 185,931 | 1,217 | 3,088 | ..... | 2,100 | 389,296 |
| 1879..... | 10,588 | 271,545 | 114,276 | 803 | 1,196 | ..... | 2,387 | 430,795 |
| 1880..... | 12,467 | 240,601 | 162,891 | ..... | 477 | ..... | 1,418 | 417,853 |
| 1881..... | 9,655 | 121,393 | 103,075 | 252 | ..... | 6 | 1,371 | 235,752 |
| 1882..... | 12,205 | 205,876 | 54,797 | 537 | ..... | 1,954 | 225 | 275,594 |
| 1883..... | 13,256 | 146,741 | 182,143 | 975 | 731 | 518 | 10,971 | 355,335 |
| 1884..... | 13,626 | 135,804 | 118,811 | 270 | 10,746 | 477 | 9,018 | 288,752 |
| 1885..... | 13,322 | 114,090 | 117,536 | 618 | 1,116 | ..... | 1,628 | 248,310 |
| 1886..... | 19,418 | 146,151 | 218,897 | ..... | 4,891 | ..... | 14,581 | 403,928 |
| 1887..... | 23,940 | 210,755 | 114,938 | 1,711 | 12,050 | ..... | 12,149 | 375,543 |
| 1888..... | 16,973 | 150,833 | 194,886 | 555 | 26,629 | 811 | 13,358 | 404,045 |
| 1889..... | 7,922 | 120,498 | 353,595 | 197 | 28,356 | 1,918 | 18,273 | 530,759 |
| 1890..... | 14,461 | 114,924 | 327,394 | 6,519 | 27,728 | 1,121 | 20,836 | 512,983 |
| 1891..... | 13,517 | 196,326 | 185,177 | 8,113 | 52,959 | 65,071 | 27,895 | 549,058 |
| 1892..... | 17,046 | 229,569 | 192,548 | 6,433 | 37,173 | 9,392 | 32,548 | 524,709 |
| 1893..... | 15,232 | 257,203 | 441,092 | 18,461 | 31,283 | 3,671 | 36,981 | 803,923 |
| 1894..... | 33,628 | 270,514 | 169,233 | 28,353 | 27,962 | ..... | 60,587 | 590,277 |
| 1895..... | 43,895 | 202,636 | 164,894 | 8,689 | 18,236 | ..... | 46,435 | 484,785 |
| 1896..... | 42,159 | 319,388 | 320,444 | 11,368 | 28,178 | 8,970 | 54,031 | 784,538 |
| 1897..... | 9,025 | 322,993 | 390,615 | 14,173 | 25,127 | 8,483 | 44,651 | 815,067 |
| 1898..... | 5,578 | 206,313 | 437,849 | 12,286 | 17,491 | 16,127 | 23,170 | 718,814 |
| 1899..... | 11,625 | 197,732 | 204,004 | 2,424 | 23,541 | 923 | 18,440 | 458,689 |
| 1900..... | 10,968 | 137,800 | 163,509 | 3,449 | 40,256 | 3,538 | 14,802 | 374,322 |
| 1901..... | 18,937 | 151,325 | 67,756 | 7,119 | 28,281 | 2,961 | 14,021 | 290,400 |
| 1902..... | 22,282 | 223,499 | 67,647 | 7,418 | 11,223 | 4,079 | 12,912 | 349,060 |
| 1903..... | 25,997 | 257,370 | 210,758 | 14,656 | 7,911 | 4,904 | 13,982 | 535,578 |

*Fiscal.

† Apples, meal, all kinds, pease, potatoes.

SESSIONAL PAPER No. 20

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of thirty-three years, ended December 31, 1903.

| Years. | VEGETABLE FOOD. | | | | | | | HEAVY GOODS. | | | | | | |
|--------|-----------------|---------|---------|---------|--------|-------|------------------|--------------|---------------|-------------|---------|---------|---------|---------|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | *Other Articles. | Total. | Railway Iron. | Other Iron. | Salt. | Coal. | Ores. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869 | 30,681 | 211,065 | 91,149 | 2,942 | 7,400 | 667 | 1,006 | 337,530 | 68,064 | 14,334 | 89,086 | 28,566 | 35,912 | 235,962 |
| 1870 | 10,482 | 124,695 | 89,761 | 1,391 | 7,400 | 3 | 608 | 294,337 | 24,040 | 13,239 | 49,843 | 95,741 | 59,401 | 242,264 |
| 1871 | 10,805 | 127,727 | 101,329 | 1,920 | 5,948 | 3 | 392 | 243,366 | 4,659 | 13,826 | 40,507 | 170,242 | 62,942 | 292,176 |
| 1872 | 8,230 | 229,053 | 125,627 | 2,641 | 5,948 | 500 | 5,368 | 374,226 | 5,742 | 8,941 | 22,888 | 203,673 | 19,651 | 260,895 |
| 1873 | 1,881 | 113,832 | 54,188 | 1,603 | 2,946 | 500 | 1,920 | 177,908 | 14 | 4,123 | 12,931 | 192,767 | 34,616 | 244,451 |
| 1874 | 5,187 | 96,247 | 58,138 | 1,905 | 1,905 | 525 | 403 | 162,405 | 8,976 | 5,531 | 29,385 | 167,110 | 25,808 | 227,844 |
| 1875 | 3,342 | 107,396 | 65,260 | 1,603 | 2,314 | 258 | 413 | 180,596 | 8,976 | 8,386 | 172,868 | 41,107 | 239,975 | 239,975 |
| 1876 | 1,316 | 65,542 | 60,026 | 859 | 277 | ..... | 341 | 128,361 | ..... | 10,713 | 3,892 | 150,583 | 13,535 | 178,723 |
| 1877 | 159 | 53,791 | 33,401 | 464 | ..... | ..... | 11 | 87,826 | 2,405 | 3,648 | 6,318 | 118,573 | 17,797 | 148,741 |
| 1878 | ..... | 30,611 | 16,122 | 1,551 | 296 | ..... | ..... | 48,580 | 4,743 | 3,515 | 371 | 65,945 | 18,380 | 92,954 |
| 1879 | ..... | 34,320 | 30,031 | 1,524 | ..... | ..... | 10 | 65,285 | 1,313 | 5,570 | ..... | 83,858 | 6,464 | 97,205 |
| 1880 | 107 | 30,227 | 32,433 | 537 | ..... | 684 | 14 | 64,002 | 1,313 | 5,570 | ..... | 83,858 | 6,464 | 97,205 |
| 1881 | 882 | 33,382 | 66,128 | 735 | 731 | ..... | 8,579 | 132,496 | 1,209 | 6,901 | 8 | 196,462 | 24,891 | 229,471 |
| 1882 | 1,715 | 40,956 | 53,707 | 735 | 9,874 | ..... | 8,170 | 114,422 | 698 | 599 | ..... | 210,790 | 15,100 | 227,187 |
| 1883 | 124 | 53,235 | 63,229 | 732 | 882 | ..... | 1 | 118,203 | ..... | 1,594 | ..... | 198,416 | 15,029 | 215,039 |
| 1884 | 7,591 | 53,258 | 94,043 | 1,732 | 4,790 | ..... | 13,201 | 172,883 | 156 | 5,328 | 1 | 189,964 | 11,364 | 206,813 |
| 1885 | 11,780 | 37,578 | 83,431 | 1,732 | 12,060 | 179 | 10,869 | 137,530 | 15 | 4,406 | ..... | 82,780 | 627 | 87,828 |
| 1886 | 8,563 | 39,999 | 102,974 | 2 | 26,510 | ..... | 11,598 | 189,825 | 63 | 1,601 | ..... | 173,259 | 2,309 | 177,268 |
| 1887 | 5,017 | 39,229 | 147,045 | ..... | 27,492 | ..... | 17,225 | 236,208 | ..... | 1,587 | ..... | 227,476 | 1,204 | 231,163 |
| 1888 | 9,204 | 31,527 | 180,842 | 6,519 | 27,030 | ..... | 20,497 | 275,619 | ..... | 504 | ..... | 162,231 | 1,620 | 164,563 |
| 1889 | 6,802 | 32,097 | 127,494 | 8,113 | 52,823 | ..... | 26,115 | 253,444 | ..... | 292 | ..... | 186,572 | 1,773 | 189,342 |
| 1890 | 11,018 | 26,950 | 131,222 | 6,433 | 36,935 | ..... | 31,992 | 244,550 | ..... | 576 | ..... | 183,895 | ..... | 184,473 |
| 1891 | 6,588 | 28,187 | 198,777 | 16,751 | 23,870 | 864 | 36,352 | 311,398 | ..... | 344 | ..... | 206,827 | ..... | 207,171 |
| 1892 | 17,795 | 53,846 | 105,329 | 28,095 | 27,621 | ..... | 60,462 | 198,358 | ..... | 297 | ..... | 188,521 | ..... | 188,818 |
| 1893 | 10,169 | 27,981 | 100,512 | 7,904 | 17,020 | ..... | 46,316 | 209,802 | 181 | 246 | ..... | 149,490 | ..... | 149,917 |
| 1894 | 16,224 | 34,878 | 175,094 | 11,128 | 16,137 | 490 | 46,456 | 300,407 | ..... | 146 | ..... | 207,348 | ..... | 207,494 |
| 1895 | 7,237 | 23,919 | 169,057 | 14,173 | 14,969 | ..... | 41,887 | 276,242 | 965 | 15 | ..... | 165,143 | ..... | 166,123 |
| 1896 | 4,212 | 11,268 | 150,667 | 6,909 | 12,732 | 1,197 | 22,671 | 209,656 | ..... | 339 | ..... | 156,814 | ..... | 157,927 |
| 1897 | 6,118 | 12,926 | 81,777 | 2,424 | 19,526 | 923 | 18,198 | 141,892 | ..... | 1,648 | ..... | 88,931 | ..... | 91,481 |
| 1898 | 7,968 | 18,771 | 60,545 | 2,402 | 39,706 | 2,149 | 14,243 | 145,787 | 351 | 953 | 553 | 46,024 | ..... | 46,977 |
| 1899 | 17,165 | 23,557 | 55,531 | 7,119 | 26,344 | ..... | 14,016 | 143,732 | 83 | 80 | 106 | 46,702 | ..... | 46,970 |
| 1900 | 13,785 | 32,639 | 66,111 | 7,418 | 10,006 | ..... | 12,675 | 142,634 | ..... | 214 | ..... | 113,072 | ..... | 113,125 |
| 1901 | 6,082 | 15,439 | 108,917 | 11,433 | 6,112 | 4,174 | 13,568 | 165,725 | 459 | ..... | ..... | ..... | ..... | 113,535 |

* Apples, meal, all kinds, pease, potatoes.

4-5 EDWARD VII., A. 1905

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of thirty-three years, ended December 31, 1903.

| Year. | Total on New York Canals. | Total on Welland Canal. | Total on New York Central and Erie Railways. | Quantity cleared at Buffalo and Tonawanda by Erie Canal. | Quantity cleared at Oswego by Canal. | Quantity cleared through the Welland Canal in transit between ports in the United States. |
|-------|---------------------------------|-------------------------------|----------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1869* | 1,302,613 | 503,860 | 1,087,809 | 786,436 | 267,815 | 337,530 |
| 1872 | 1,674,320 | 538,147 | 1,870,614 | 1,317,276 | 169,818 | 234,337 |
| 1873 | 1,745,171 | 579,880 | 2,036,992 | 1,432,174 | 131,765 | 243,366 |
| 1874 | 1,767,598 | 647,397 | 2,791,517 | 1,557,509 | 243,325 | 374,226 |
| 1875 | 1,305,550 | 417,936 | 2,343,241 | 1,017,559 | 126,763 | 177,906 |
| 1876 | 1,064,293 | 409,788 | 2,875,803 | 783,331 | 99,975 | 162,406 |
| 1877 | 1,498,984 | 464,181 | 2,493,683 | 1,223,100 | 126,899 | 180,586 |
| 1878 | 1,912,734 | 403,403 | 3,695,764 | 1,644,301 | 93,149 | 128,361 |
| 1879 | 1,833,399 | 438,564 | 4,353,617 | 1,565,543 | 127,168 | 87,826 |
| 1880 | 2,371,090 | 442,182 | 4,732,385 | 2,065,184 | 135,410 | 48,580 |
| 1881 | 1,116,561 | 269,395 | 4,983,722 | 878,842 | 115,638 | 65,285 |
| 1882 | 1,118,776 | 306,482 | 3,885,557 | 864,826 | 126,804 | 64,002 |
| 1883 | 1,379,000 | 372,236 | 4,422,461 | 1,191,974 | 72,507 | 132,496 |
| 1884 | 1,236,986 | 305,734 | 3,639,805 | 1,078,909 | 70,132 | 114,422 |
| 1885 | 1,063,310 | 273,905 | 4,105,594 | 918,352 | 59,847 | 118,203 |
| 1886 | 1,489,886 | 414,812 | 3,802,262 | 1,353,591 | 59,216 | 172,848 |
| 1887 | 1,552,764 | 394,971 | 3,847,766 | 1,449,984 | 48,133 | 157,530 |
| 1888 | 1,166,958 | 419,786 | 3,197,734 | 1,052,834 | 11,191 | 189,825 |
| 1889 | 1,296,896 | 542,043 | 3,654,984 | 1,155,175 | 59,945 | 236,208 |
| 1890 | 1,167,901 | 519,291 | 4,336,199 | 953,347 | 54,969 | 275,619 |
| 1891 | 1,092,355 | 367,177 | 3,565,381 | 1,000,171 | 39,410 | 253,444 |
| 1892 | 937,999 | 527,426 | 5,913,013 | 870,570 | 18,558 | 244,550 |
| 1893 | 1,452,563 | 805,253 | 5,107,426 | 1,395,391 | 17,620 | 311,389 |
| 1894 | 1,400,129 | 591,409 | 4,281,056 | 1,331,101 | 40,584 | 293,148 |
| 1895 | 602,505 | 486,421 | 3,798,574 | 508,596 | 14,465 | 209,802 |
| 1896 | 957,182 | 788,974 | 5,183,540 | 877,144 | 19,623 | 300,407 |
| 1897 | 744,575 | 816,914 | 5,673,638 | 688,635 | 20,449 | 276,242 |
| 1898 | 653,027 | 720,183 | 7,060,542 | 607,557 | 10,407 | 209,656 |
| 1899 | 577,486 | 459,688 | 6,211,827 | 527,868 | 12,546 | 141,892 |
| 1900 | 472,857 | 375,720 | 6,053,005 | 438,434 | 4,906 | 145,787 |
| 1901 | 557,099 | 290,909 | 6,334,001 | 473,729 | 6,266 | 143,732 |
| 1902 | 489,053 | 350,792 | 6,532,263 | 436,948 | 4,472 | 142,634 |
| 1903 | 512,601 | 537,252 | 5,548,603 | 445,518 | 8,809 | 165,725 |

* Fiscal.

SESSIONAL PAPER No. 20

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the Season of Navigation in 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902 and 1903.

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. |
|--------------------------------|---------------------|----------|-----------|----------|------------------------|----------|------------|----------|----------------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. Tonnage. |
| | 239 | 100,324 | 186 | 73,140 | 245 | 248,837 | 194 | 52,087 | 804 474,388 |
| 1892. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Wheat | 74,578 | | 54,764 | | 60,364 | | 36,898 | | 226,604 |
| Corn | 17,477 | | 7,369 | | 146,080 | | 21,631 | | 192,548 |
| Barley | | | | | 3,995 | | 2,438 | | 6,433 |
| Oats | | | | | 36,935 | | | | 36,935 |
| Pease | 524 | | | | | | | | 524 |
| Rye | 5,066 | | | | 3,718 | | 608 | | 9,392 |
| Coal | 775 | | 13,350 | | | | 1,365 | | 15,490 |
| Miscellaneous merchandise .. | 2,139 | | 2,786 | | 44,117 | | | | 49,042 |
| Shingles, woodenware, &c. | 1 | | | | 45 | | 9 | | 55 |
| Sawed lumber | 6,278,253 | | 7,504,256 | | 10,494,692 | | 26,832,564 | | 51,109,765 |
| Square timber | Cub. ft. 754,213 | | 1,421,260 | | 2,601 | | 1,310 | | 2,179,384 |
| Staves | No. 46,800 | | 32,838 | | | | | | 79,638 |
| Firewood | Cords. | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. Tonnage. |
| | 193 | 100,107 | 143 | 58,652 | 390 | 375,682 | 236 | 122,326 | 962 656,767 |
| 1893. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Wheat | 83,447 | | 31,185 | | 72,671 | | 68,628 | | 255,931 |
| Corn | 23,817 | | 12,946 | | 313,246 | | 91,083 | | 441,092 |
| Barley | 1,527 | | 183 | | 16,189 | | 562 | | 18,461 |
| Oats | 223 | | | | 27,903 | | 3,038 | | 31,164 |
| Pease | | | | | | | | | |
| Rye | | | | | 3,216 | | 455 | | 3,671 |
| Coal | 638 | | 13,580 | | | | 5,849 | | 20,067 |
| Miscellaneous merchandise .. | 6,179 | | 286 | | 44,976 | | 1,647 | | 53,088 |
| Shingles, woodenware, &c. | | | 15 | | 22 | | | | 37 |
| Sawed lumber | Ft. B.M. 13,750,267 | | 2,748,941 | | 17,359,573 | | 41,863,852 | | 75,722,633 |
| Square timber | Cub. ft. 836,048 | | 1,437,893 | | 5,133 | | | | 2,279,074 |
| Staves | No. | | 18,484 | | | | | | 18,484 |
| Firewood | Cords. | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. Tonnage. |
| | 199 | 104,649 | 112 | 57,668 | 287 | 279,621 | 144 | 63,770 | 742 505,708 |
| 1894. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Wheat | 98,586 | | 54,444 | | 79,715 | | 37,095 | | 268,840 |
| Corn | 10,368 | | 5,614 | | 122,211 | | 31,040 | | 169,233 |
| Barley | 258 | | | | 28,095 | | | | 28,353 |
| Oats | 175 | | 107 | | 27,621 | | | | 27,903 |
| Pease | | | | | | | | | |
| Rye | | | | | | | | | |
| Coal | 1,483 | | 1,892 | | 61 | | 11,109 | | 14,545 |
| Miscellaneous merchandise .. | 16,949 | | 664 | | 83,198 | | 1,977 | | 102,788 |
| Shingles, woodenware, &c. | 22 | | | | | | | | 22 |
| Sawed lumber | Ft. B.M. 8,423,295 | | 279,830 | | 11,719,664 | | 31,891,456 | | 52,313,745 |
| Square timber | Cub. ft. 771,328 | | 1,573,981 | | | | | | 2,350,309 |
| Staves | No. | | | | | | | | |
| Firewood | Cords. | | | | | | | | |

4-5 EDWARD VII., A. 1905

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL | |
|--------------------------------|-------------------|----------|-----------|----------|------------------------|----------|------------|----------|----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 209 | 108,776 | 151 | 73,895 | 205 | 223,743 | 101 | 41,327 | 666 | 447,741 |
| 1895. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 72,895 | | 68,935 | | 29,345 | | 33,723 | | 201,896 | |
| Corn..... | 16,854 | | 3,724 | | 126,943 | | 17,369 | | 164,890 | |
| Barley..... | 798 | | 162 | | 7,729 | | | | 8,689 | |
| Oats..... | 1,531 | | 246 | | 16,442 | | | | 18,219 | |
| Pease..... | | | | | | | | | | |
| Rye..... | | | | | | | | | | |
| Coal..... | 2 | | 3,984 | | | | 4,426 | | 8,412 | |
| Miscellaneous merchandise..... | 37,356 | | 2,361 | | 67,705 | | 1,524 | | 108,746 | |
| Shingles, woodenware, &c..... | 20 | | | | 863 | | 1,079 | | 1,962 | |
| Sawed lumber..... Ft. B.M. | 1,057,146 | | 248,071 | | 9,385,890 | | 14,929,734 | | 25,620,841 | |
| Square timber..... Cub. ft. | 1,027,913 | | 2,049,368 | | | | 35,000 | | 3,112,281 | |
| Staves..... No. | | | | | | | | | | |
| Firewood..... Cords. | | | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 224 | 122,521 | 181 | 82,543 | 343 | 337,983 | 163 | 96,506 | 911 | 639,553 |
| 1896. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 113,331 | | 90,979 | | 78,741 | | 34,476 | | 317,527 | |
| Corn..... | 9,360 | | 3,855 | | 218,315 | | 88,914 | | 320,440 | |
| Barley..... | 240 | | | | 11,128 | | | | 11,368 | |
| Oats..... | 441 | | 1,270 | | 24,847 | | 1,620 | | 28,178 | |
| Pease..... | 1,403 | | 1,354 | | | | 273 | | 3,030 | |
| Rye..... | 5,035 | | 644 | | 2,837 | | 454 | | 8,970 | |
| Coal..... | 7 | | 11,106 | | 1,255 | | 629 | | 11,997 | |
| Miscellaneous merchandise..... | 29,820 | | 1,452 | | 82,319 | | 4,374 | | 117,965 | |
| Shingles, woodenware, &c..... | 134 | | | | 22 | | | | 156 | |
| Sawed lumber..... Ft. B.M. | 2,123,213 | | | | 18,259,810 | | 27,796,146 | | 48,179,169 | |
| Square timber..... Cub. ft. | 942,923 | | 1,649,145 | | | | 246,024 | | 2,838,092 | |
| Staves..... No. | | | | | | | | | | |
| Firewood..... Cords. | | | | | | | 55 | | 55 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 225 | 131,907 | 163 | 76,760 | 388 | 382,231 | 144 | 86,675 | 920 | 677,573 |
| 1897. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat..... | 121,762 | | 55,724 | | 106,064 | | 37,891 | | 321,441 | |
| Corn..... | 33,694 | | 15,244 | | 274,355 | | 66,822 | | 390,615 | |
| Barley..... | | | | | 14,173 | | | | 14,173 | |
| Oats..... | 223 | | | | 23,515 | | 1,168 | | 24,906 | |
| Pease..... | 1,851 | | | | | | | | 1,851 | |
| Rye..... | 2,047 | | 919 | | 5,517 | | | | 8,483 | |
| Coal..... | 3,873 | | 3,947 | | 368 | | 1,615 | | 9,803 | |
| Miscellaneous merchandise..... | 15,739 | | 3,290 | | 70,968 | | 4,174 | | 94,071 | |
| Shingles, woodenware, &c..... | 1,268 | | 5 | | 404 | | | | 1,677 | |
| Sawed lumber..... Ft. B.M. | 1,573,447 | | | | 20,284,446 | | 20,673,202 | | 42,531,096 | |
| Square timber..... Cub. ft. | 1,327,823 | | 2,217,629 | | | | 616,093 | | 4,161,545 | |
| Staves..... No. | 2,577,160 | | | | | | | | 2,577,160 | |
| Firewood..... Cords. | 4 | | | | | | | | 4 | |

SESSIONAL PAPER No. 20

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL |
|---------------------------------|-------------------|----------|-----------|----------|------------------------|----------|------------|----------|----------------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. Tonnage. |
| | 216 | 126,398 | 104 | 59,532 | 354 | 355,702 | 195 | 108,720 | 869 650,352 |
| 1898. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Wheat | 95,567 | | 36,157 | | 54,934 | | 18,355 | | 205,013 |
| Corn | 56,538 | | 30,455 | | 284,059 | | 66,761 | | 437,813 |
| Barley | | | | | 9,465 | | 2,821 | | 12,286 |
| Oats | | | | | 17,329 | | | | 17,329 |
| Pease | 260 | | | | 45 | | | | 305 |
| Rye | 3,564 | | 1,480 | | 9,135 | | 1,948 | | 16,127 |
| Coal | 575 | | 1,916 | | 759 | | 2,620 | | 5,870 |
| Miscellaneous merchandise | 19,385 | | 4,104 | | 47,271 | | 8,758 | | 79,518 |
| Shingles, woodenware, &c. | 2 | | 9 | | | | | | 11 |
| Sawed lumber..... Ft. B.M. | 4,910,669 | | 1,641,783 | | 16,220,972 | | 24,484,283 | | 47,257,707 |
| Square timber..... Cub. ft. | 825,545 | | 1,183,821 | | | | 388,410 | | 2,397,776 |
| Firewood..... Cords | 249 | | | | | | | | 249 |
| Staves..... No. | | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. Tonnage. |
| | 191 | 100,242 | 129 | 75,777 | 201 | 212,027 | 78 | 36,962 | 599 425,008 |
| 1899. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Wheat | 91,901 | | 80,928 | | 16,250 | | 7,244 | | 196,323 |
| Corn | 28,015 | | 18,905 | | 138,834 | | 18,250 | | 204,004 |
| Barley | | | | | 2,424 | | | | 2,424 |
| Oats | 1,557 | | | | 21,646 | | | | 23,203 |
| Pease | | | | | | | | | |
| Rye | | | | | 923 | | | | 923 |
| Coal | 435 | | 6,736 | | | | 3,398 | | 10,569 |
| Miscellaneous merchandise | 25,203 | | 18,651 | | 49,522 | | 1,567 | | 94,943 |
| Shingles, woodenware, &c. | 485 | | 916 | | | | 100 | | 1,501 |
| Sawed lumber..... Ft. B.M. | 2,077,748 | | 772,739 | | 14,855,338 | | 19,949,079 | | 37,654,904 |
| Square timber..... Cub. ft. | 322,138 | | 585,780 | | 20,802 | | 328,806 | | 1,257,526 |
| Firewood..... Cords | | | 9 | | | | | | 9 |
| Staves..... No. | | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. Tonnage. |
| | 216 | 114,885 | 109 | 67,475 | 168 | 182,444 | 71 | 30,309 | 564 395,113 |
| 1900. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Wheat | 67,694 | | 43,157 | | 23,066 | | 2,130 | | 136,047 |
| Corn | 39,597 | | 31,248 | | 78,701 | | 13,963 | | 163,509 |
| Barley | | | | | 2,402 | | 1,047 | | 3,449 |
| Oats | | | | | 39,706 | | 407 | | 40,113 |
| Pease | 115 | | | | 4 | | | | 119 |
| Rye | 1,389 | | | | 2,149 | | | | 3,538 |
| Coal | 723 | | 637 | | 433 | | 559 | | 2,352 |
| Miscellaneous merchandise | 53,649 | | 31,536 | | 43,344 | | 3,564 | | 132,093 |
| Shingles, woodenware, &c. | 1,078 | | | | | | | | 1,078 |
| Sawed lumber..... Ft. B.M. | 6,847,279 | | 5,344,258 | | 14,984,483 | | 18,770,405 | | 45,946,425 |
| Square timber..... Cub. ft. | 439,827 | | 355,951 | | 11,583 | | 198,420 | | 1,005,781 |
| Firewood..... Cords | 126 | | 265 | | | | | | 381 |
| Staves..... No. | 1,000 | | | | | | | | 1,000 |

4-5 EDWARD VII., A. 1905

I.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---------------------------------|-------------------|----------|-----------|----------|------------------------|----------|------------|----------|----------------|----------|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 197 | 103,802 | 114 | 59,022 | 163 | 182,497 | 48 | 22,319 | 522 | 367,640 |
| 1901. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 57,641 | | 58,973 | | 31,955 | | 1,241 | | 149,810 | |
| Corn | 7,350 | | 4,689 | | 55,717 | | | | 67,756 | |
| Barley | | | | | 7,119 | | | | 7,119 | |
| Oats | 944 | | | | 27,197 | | | | 28,141 | |
| Pease | | | | | | | | | | |
| Rye | 2,961 | | | | | | | | 2,961 | |
| Coal | 1,960 | | 362 | | 357 | | | | 2,679 | |
| Miscellaneous merchandise .. | 71,300 | | 32,312 | | 12,874 | | 7,469 | | 123,955 | |
| Shingles, woodenware, &c. . . | 18 | | | | | | | | 18 | |
| Sawed lumber. Ft. B.M. | 6,533,423 | | 4,060,251 | | 11,089,806 | | 13,092,940 | | 34,776,420 | |
| Square timber. Cub. ft. | 362,441 | | 204,682 | | 9,384 | | 149,531 | | 724,038 | |
| Firewood | Cords. 165 | | 264 | | | | | | 429 | |
| Staves | No. | | | | | | | | | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 196 | 90,791 | 122 | 73,958 | 191 | 201,339 | 52 | 22,097 | 561 | 388,185 |
| 1902. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 82,954 | | 85,973 | | 52,889 | | | | 221,816 | |
| Corn | 148 | | 1,388 | | 66,111 | | | | 67,647 | |
| Barley | | | | | 7,418 | | | | 7,418 | |
| Oats | 1,200 | | 43 | | 9,963 | | | | 11,206 | |
| Pease | | | | | | | | | | |
| Rye | 3,808 | | | | 271 | | | | 4,079 | |
| Coal | 3,977 | | 25,732 | | 13,497 | | 8,332 | | 51,538 | |
| Merchandise | 33,111 | | 8,723 | | 38,351 | | 1,594 | | 81,779 | |
| Shingles, woodenware, &c. . . | 47 | | 28 | | 4 | | | | 79 | |
| Sawed lumber. Ft. B.M. | 13,218,960 | | 3,256,187 | | 25,437,297 | | 19,540,426 | | 61,482,860 | |
| Square timber. Cub. ft. | 370,718 | | 557,689 | | | | 115,000 | | 1,043,407 | |
| Firewood | Cords 56 | | 40 | | | | | | 96 | |
| Staves | No. | | 14,000 | | | | | | 14,000 | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 239 | 151,850 | 76 | 45,918 | 243 | 252,094 | 69 | 27,854 | 627 | 477,716 |
| 1903. | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Wheat | 149,378 | | 38,473 | | 60,514 | | 6,305 | | 254,670 | |
| Corn | 21,356 | | 4,682 | | 174,588 | | 10,132 | | 210,758 | |
| Barley | 2,580 | | 667 | | 11,409 | | | | 14,656 | |
| Oats | 306 | | 1,335 | | 6,112 | | | | 7,753 | |
| Pease | 63 | | | | 22 | | | | 85 | |
| Rye | | | | | 4,904 | | | | 4,904 | |
| Coal | 389 | | 12,991 | | 8,133 | | 8,496 | | 30,009 | |
| Merchandise | 39,563 | | 3,367 | | 41,584 | | 2,000 | | 86,514 | |
| Shingles, woodenware, &c. . . | | | 54 | | | | | | 54 | |
| Sawed lumber. Ft. B.M. | 12,841,552 | | 1,625,855 | | 17,871,652 | | 14,733,677 | | 47,072,736 | |
| Square timber. Cub. ft. | 572,000 | | 660,000 | | | | 84,200 | | 1,316,200 | |
| Firewood | Cords. | | 210 | | 9 | | | | 219 | |
| Staves | No. | | 641,000 | | | | | | 641,000 | |

SESSIONAL PAPER No. 20

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

WELLAND CANAL—WEST-BOUND FREIGHT.

The total quantity of Through Freight passed Up the Welland Canal in Canadian and United States Vessels, during the season of navigation in 1903, is as follows :

| Summary. | Tons. | Tons. |
|--------------------------------------------------------------------------------------------|---------|---------|
| In Canadian steam vessels..... | 60,642 | 75,305 |
| " sail "..... | 14,663 | |
| Total quantity in Canadian vessels..... | | |
| In United States steam vessels..... | 164,564 | 187,907 |
| " sail "..... | 23,343 | |
| Total in United States vessels..... | | |
| Grand total freight passed up the Welland Canal in Canadian and United States vessels..... | | 263,212 |

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STATEMENT of the Quantity of Through Freight passed Up and Down, on the Welland Canal during the season of navigation in 1903.

| Summary. | Tons. | Tons. |
|--------------------------------------------------|------------------------|----------------------|
| In Canadian steam vessels up..... | 60,642 | |
| " " down..... | 246,485 | |
| Total in Canadian steam vessels..... | | 307,127 |
| In Canadian sail vessels up..... | 14,663 | |
| " " down..... | 77,691 | |
| Total, in Canadian sail vessels..... | | 92,354 |
| Total, quantity in Canadian vessels..... | | 399,481 |
| In United States steam vessels up..... | 164,564 | |
| " " down..... | 337,071 | |
| Total in United States steam vessels..... | | 501,635 |
| In United States sail vessels up..... | 23,343 | |
| " " down..... | 54,348 | |
| Total in United States sail vessels..... | | 77,691 |
| Total quantity in United States vessels..... | | 579,326 |
| Total in Canadian and United States vessels..... | | 978,807 |
| | Down or East bound. | Up or West bound. |
| In Canadian vessels..... | 324,176 | 75,300 |
| In United States vessels..... | 391,419 | 187,926 |
| Total..... | 715,595 | 263,226 |

STATEMENT

In Canada
"

In Canada
"

In United

In United

In Canada
In United

SESSIONAL PAPER No. 20

1. STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902 and 1903.

| Articles. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. |
|-------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | T ns. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | | | | | |
| Cement and water lime..... | | | | | | | | | | | | | |
| Clay, lime and sand..... | | | | | | | | | | | | | |
| Iron railway..... | | | | | | 12 | 38 | 52 | 15 | 15 | | 50 | |
| " pig..... | 371 | | | 195 | 79 | | | | | 508 | | | |
| " all other..... | | | | 1 | 1,766 | 2,020 | 7,564 | 6,217 | 5,063 | 4,292 | 1,178 | 5,786 | 2,542 |
| Steel..... | | | | | 394 | 542 | 375 | 1,351 | 3,000 | 5,420 | | | |
| Stone, for cutting..... | | | | | | 200 | | | | | | | |
| Apples..... | | | | | 28 | 1,263 | | | | | | | |
| Barley..... | | | | 50 | 959 | 240 | | 3,960 | 596 | 1,288 | | | 2,206 |
| Corn..... | 52,539 | 53,689 | 278,564 | 60,661 | 70,235 | 182,330 | 267,533 | 310,498 | 150,999 | 109,359 | 14,319 | 1,719 | 123,964 |
| Flaxseed..... | | | | | | | 3,233 | 5,687 | | | 4,965 | | 3,643 |
| Flour..... | 3,324 | 2,874 | 5,514 | 16,503 | 30,916 | 11,964 | 1,029 | 5,653 | 4,229 | 1,595 | 1,400 | 6,755 | 16,151 |
| Meal, all kinds..... | 67 | 16 | | 4 | 65 | | | | | | 35 | | 348 |
| Oats..... | | | | 175 | 1,654 | 12,373 | 6,847 | 3,975 | 10,250 | 8,925 | 1,584 | 1,442 | 2,438 |
| Oil cake..... | | | | | | | | | | | 1,083 | | 462 |
| Pease..... | 390 | 524 | | | | 3,020 | 2,078 | 260 | | 115 | | | 63 |
| Rye..... | 64,978 | 9,119 | 3,669 | | | 8,323 | 8,435 | 15,488 | 923 | 3,078 | 2,961 | 4,079 | 4,260 |
| Salt..... | | | | | | 20 | 216 | 144 | 200 | | 50 | | 132 |
| Seeds, all kinds..... | 2 | 75 | | | | | | | | | 246 | | |
| Hay, pressed..... | | | | | | | | | | | 23 | | |
| Tobacco, raw..... | 1 | | | | | | | | | | | | |
| Wheat..... | 159,785 | 194,281 | 209,212 | 212,537 | 158,643 | 255,198 | 278,498 | 184,154 | 169,978 | 121,896 | 132,702 | 200,975 | 226,746 |
| All other agricultural products, vegetable..... | 2 | | | 29 | | | | 56 | 32 | | | | |
| Hides, skins, horns and hoofs..... | | 20 | | | | | | | | | | | |
| Horses..... | 2 | 2 | | | | | | 4 | 1 | | | | |
| Lard and lard oil..... | 100 | | 1 | 1 | 1 | | | | | | 1,155 | | |
| Meats, all kinds..... | | | | | | | | | | | 114 | | |
| Pork..... | 201 | | | 717 | | | | | | | 34 | | |
| Tallow..... | | | | | | | | | | | | | 3 |
| All other agricultural products, animal..... | | 103 | | | | | | | | | | | |
| Total, Class 3..... | 281,762 | 250,757 | 507,321 | 201,151 | 264,740 | 477,541 | 576,008 | 532,499 | 345,565 | 256,491 | 161,849 | 220,805 | 382,858 |
| <i>Class 4.</i> | | | | | | | | | | | | | |
| Agricultural implements..... | | | | | | | | | | | | | |
| Ashes..... | 40 | 17 | 23 | 19 | 34 | 94 | 133 | 73 | 3 | | 1,785 | 13 | 58 |
| | | | | | | | | | 55 | 25 | 3 | | 2 |

4-5 EDWARD VII., A. 1905

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, &c.—*Concluded.*

| Articles. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. |
|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------|---------|---------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 4—Con.</i> | | | | | | | | | | | | | |
| Crockery..... | | | | | | 5 | 1 | | | | | | 3 |
| Furniture..... | 2 | 1 | | 2 | | | 53 | 75 | 16 | 6 | 5 | | 15 |
| Glass, all kinds..... | 1 | | | | | 9 | 9 | 56 | 159 | | 1 | | 240 |
| Molasses..... | | | | | 100 | 167 | | | | | | 54 | 19 |
| Nails..... | | | | | | | | | 1 | | | | 14,619 |
| Oil..... | | | | | 6 | 23 | 112 | 1,141 | 7,143 | 15,647 | 14,987 | 12,081 | 5 |
| Paint..... | | | | | 2 | | | | | | 17 | | |
| Pitch and tar..... | | | | | | | | | | | | | |
| Rags..... | | | | | | 4 | | | | | | | |
| Rosin..... | | | | | | | | | | | | | 4 |
| Soda ash..... | | | | | | | | | | | 4 | | 20 |
| Sugar..... | | | | | | 1 | | | | | 112 | | |
| Stone, wrought..... | | | | | | | | | | | | | |
| Tobacco..... | | | | | | | | | 96 | | | | |
| White lead..... | | | | | 101 | | 46 | | | 16 | | | |
| Whisky, beer and other spirits..... | 105 | 6 | 1 | | 558 | 376 | 1,226 | 4 | 74 | 11 | 32 | | 2 |
| Merchandise, not enumerated..... | 278 | 36 | 4 | 330 | | | | 866 | 518 | 92 | 2,420 | 419 | 582 |
| Total, Class 4..... | 426 | 60 | 28 | 351 | 801 | 679 | 1,580 | 2,215 | 7,969 | 15,798 | 19,366 | 12,577 | 15,569 |
| <i>Class 5.</i> | | | | | | | | | | | | | |
| Barrels, empty..... | | 1 | | | 1 | | | | 1 | 182 | 66 | 15 | |
| Hoops..... | | | | | | | 257 | | | | | | |
| Sawed lumber..... | 3,908 | 1,678 | 667 | 683 | 1,117 | 657 | 478 | 3,065 | 924 | 15,760 | 2,635 | 1,085 | |
| Staves, pipe and barrel..... | | 8 | | | | | 4,716 | | | | | | |
| " West India and pipe..... | | 200 | | | | | | | | | | | |
| Timber, square, in vessels..... | | | | | | | | | | | | | |
| " " in rafts..... | 5,680 | 400 | | | | 1,200 | 1,207 | 329 | 26 | | | 17 | |
| Woodenware..... | | | | 6 | | | | | | | | | |
| Total, Class 5..... | 9,588 | 2,327 | 667 | 689 | 1,118 | 1,357 | 6,658 | 3,394 | 981 | 15,942 | 3,205 | 1,117 | |
| <i>Special Class.</i> | | | | | | | | | | | | | |
| Coal..... | | | | | | | | | | | | 15,976 | |
| Grand total..... | 291,776 | 263,144 | 508,016 | 292,191 | 266,659 | 480,077 | 554,246 | 538,108 | 354,485 | 28,231 | 184,420 | 250,475 | 398,427 |

SESSIONAL PAPER No. 20

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902 and 1903.

| Articles. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. |
|--------------------------------------------------|--------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| | Tons. | Ton. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | | | | | |
| Bricks | 469 | | | 1 | 24 | 15 | 70 | 70 | 24 | 49 | 196 | 22 | 80 |
| Brimstone | 2,380 | 1,570 | 3,169 | 2,281 | 1,859 | 1,686 | 837 | 966 | 997 | 1,931 | 5 | 20 | 23 |
| Cement and water lime | 206 | 240 | | 233 | | | 4 | 144 | 8 | 4 | 2,916 | 178 | 3,924 |
| Clay, lime and sand. | | | | | | | | | | | 2 | 1 | 181 |
| Cotton, raw | 7 | | | | | | | | | | | | 23 |
| Fish | | 426 | 465 | 512 | | 11 | 10 | 9 | 10 | 8 | 8 | | 8 |
| Gypsum | | | | | | | | | 4 | | | | |
| Iron, railway | 2,855 | 1,171 | 6,576 | 20 | | 1,687 | | | | 74 | 748 | 11,735 | 39,641 |
| " pig | 112 | 74 | 25 | | 56 | 28 | 6 | | | 3 | | 585 | 273 |
| " all other | 695 | 387 | 543 | 114 | 1,831 | 727 | 559 | 699 | 1,318 | 1,428 | 4,950 | 2,904 | 5,845 |
| Salt | 4,391 | 2,034 | 995 | 843 | 932 | 822 | 25 | 35 | 48 | 75 | 3 | 11 | 87 |
| Steel | | 269 | 426 | 248 | 528 | | 19 | 19 | 18 | | | | 332 |
| Stone for cutting | | 145 | | | | 4 | 62 | | | | | | |
| Flour | | | 3 | | | | | | | | 16 | | |
| Hay | | | | 15 | 124 | | | | | | | | 17 |
| Meals | | | | | | | | | | | | | |
| Oats | | | | | | | | | | | | | |
| Potatoes | | | | | | | | | | | | | |
| Seeds, all kinds | | | | | | | | | | | | | |
| Tobacco, raw | | | | | | | | | | | | | |
| Agricultural products not enumerated, vegetables | | | | | | | | | | | | | |
| Hides and skins | 52 | | | 5 | 26 | 26 | 4 | | | | 302 | 58 | 325 |
| Horses | | | | | | | | | | | 1 | 1 | |
| Lard and lard oil | | | | | | | | | | | | 16 | 6 |
| Meats other than pork | | 16 | | | 1 | | | | | | | 11 | |
| Pork | | | | | | | | | | 1 | | | 1 |
| Wool | 2 | 13 | | | | | | | | | | | |
| All other articles not enumerated. | 2 | | | 10 | | | | | | | | | |
| Total, class 3. | 11,071 | 6,345 | 12,202 | 4,335 | 5,432 | 5,080 | 1,698 | 2,031 | 2,500 | 3,764 | 9,222 | 15,520 | 50,768 |
| <i>Class 4.</i> | | | | | | | | | | | | | |
| Ashes, pot and pearl | 31 | 88 | | | | | 1 | | | | | | 2 |
| Crockery and earthenware | 251 | 8 | 98 | 107 | 12 | 83 | 4 | 33 | 3 | 5 | | | 32 |
| Dye woods, &c | | | | | | | | | | | | | |
| Furniture | 1 | 3 | | | | | 2 | | | 1 | | | 1 |

4-5 EDWARD VII., A. 1905

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c.—*Concluded.*

| Articles. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. |
|-------------------------------|--------|-------|--------|-------|--------|--------|-------|-------|-------|-------|--------|--------|---------|
| <i>Class 4—Con.</i> | | | | | | | | | | | | | |
| Glass, all kinds..... | 30 | 152 | 365 | 175 | 394 | 612 | 799 | 150 | 299 | 456 | 612 | 1,384 | 1,207 |
| Munilla..... | | | 43 | 42 | 20 | 1 | | | | | 1 | | 6 |
| Molasses..... | | 32 | 472 | 500 | 1,149 | 409 | 129 | 229 | 518 | 180 | 675 | 1,232 | 2,878 |
| Nails..... | 560 | 276 | 64 | 8 | 31 | 33 | 12 | 15 | 21 | 74 | 83 | 14 | 16 |
| Oil, in barrels..... | 64 | 2 | 44 | 8 | 8 | 49 | 20 | 35 | 2 | 12 | 69 | 97 | 158 |
| Paint..... | 61 | 15 | 70 | 8 | 75 | 60 | 20 | 37 | 6 | 21 | 27 | 27 | 58 |
| Pitch and tar..... | 22 | 15 | 26 | 152 | 67 | | | | 14 | | | 1 | 29 |
| Rags..... | | | | | | | | | | | | | |
| Ream..... | | | | | | | | | 15 | | | | 1 |
| Soda, ash..... | 377 | 352 | 68 | 94 | 84 | 74 | 249 | 88 | 108 | 69 | 169 | 201 | 264 |
| Stone, wrought..... | | | 14 | | | 17 | 25 | 31 | | | | | |
| Sugar..... | 412 | 1,320 | 2,218 | 2,724 | 1,430 | 1,873 | 311 | 566 | 1,596 | 430 | 810 | 1,314 | 204 |
| Tin..... | 23 | 27 | 34 | 327 | 386 | 305 | 359 | 237 | 159 | 117 | 338 | 506 | 209 |
| Turpentine..... | | | | | | | | | | | 1 | 2 | 1 |
| White lead..... | 3 | 6 | 35 | 2 | 7 | 10 | 5 | | 1 | 4 | 11 | 37 | 80 |
| Whiting..... | 50 | 71 | 31 | 1 | 113 | 56 | 104 | 93 | 89 | 39 | 49 | 61 | 22 |
| Whisky, beer, &c..... | 294 | 230 | 26 | 53 | 77 | 51 | 93 | 98 | 178 | 295 | 131 | 182 | 452 |
| Merchandise not enumerated | 810 | 538 | 799 | 900 | 1,268 | 1,247 | 711 | 793 | 482 | 744 | 1,516 | 1,049 | 3,674 |
| Total, class 4..... | 2,989 | 3,125 | 4,343 | 5,104 | 5,123 | 4,970 | 2,844 | 2,405 | 3,491 | 2,447 | 4,492 | 6,169 | 9,294 |
| <i>Class 5.</i> | | | | | | | | | | | | | |
| Barrels, empty..... | | | | | | | | | | | | | |
| Firewood in vessels..... | | | | | | | | | | | | | |
| Lumber, sawn, in vessels..... | | | | | | | | | | | | 3,600 | 40,026 |
| Railway ties in vessels..... | | | | | | | | | | | | | 611 |
| Woodenware..... | | | | | | | | | | | | | |
| Total, class 5..... | | | | | | | | | | | | 3,600 | 40,637 |
| <i>Special Class.</i> | | | | | | | | | | | | | |
| Coal..... | | | | | | | | | | | | | |
| Grand total..... | 14,060 | 9,470 | 16,545 | 9,439 | 10,555 | 10,050 | 4,542 | 4,436 | 5,991 | 6,211 | 13,714 | 25,289 | 100,699 |

SESSIONAL PAPER No. 20

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1891 to 1903, inclusive.

| Articles. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. |
|----------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| <i>Class 3.</i> | | | | | | | | | | | | | |
| Bricks..... | | | | | | | 845 | 300 | | 18 | | | |
| Cement and water lime..... | | | | | | | | 770 | 1,008 | 714 | | | |
| Fish..... | 1 | | 5 | | 181 | | 965 | 324 | 549 | | 105 | 30 | |
| Iron, railway..... | | | | | 214 | | | | | | | | |
| " all other..... | 10 | 1 | 102 | | | | | | | | | | |
| Salt..... | 494 | | | | | | | 2,951 | 13,522 | 3,110 | | | |
| Steel..... | | 1 | | | | 498 | | | | | | | |
| Stone for cutting..... | | | | | | | | | | | | | |
| Apples..... | | | | | | | | | | | | | |
| Barley..... | 8,113 | 6,433 | 15,751 | 23,085 | 7,994 | 11,128 | 14,173 | 6,909 | 2,424 | 2,402 | 7,119 | 7,418 | 11,433 |
| Corn..... | 127,494 | 131,222 | 198,777 | 105,329 | 100,512 | 175,094 | 169,057 | 150,667 | 81,777 | 60,545 | 55,631 | 66,111 | 108,917 |
| Flour..... | 6,802 | 11,018 | 6,588 | 17,795 | 10,169 | 16,224 | 7,237 | 4,212 | 6,118 | 7,965 | 17,168 | 13,785 | 6,082 |
| Hay, pressed..... | | | | | | | 301 | | | | | | |
| Meal, all kinds..... | 26,066 | 31,724 | 36,352 | 60,390 | 46,316 | 46,456 | 41,644 | 22,626 | 18,198 | 14,244 | 14,016 | 12,675 | 13,546 |
| Oil cake..... | | | | 29 | | | | | | 2,705 | 1,302 | 1,110 | 740 |
| Oats..... | 52,823 | 36,935 | 23,870 | 27,621 | 16,443 | 16,137 | 14,969 | 12,729 | 19,526 | 39,706 | 26,344 | 10,006 | 6,112 |
| Pease..... | | | | | | | | 45 | | 4 | | | 22 |
| Potatoes..... | | | | | | | | | | | | | |
| Rye..... | | | 864 | | | 490 | | 1,197 | 923 | 2,149 | | | 4,174 |
| Wheat..... | | | | | | | | | 200 | | | | 1,594 |
| Seeds, all kinds..... | 256 | 50 | 16 | | 14 | 78 | 299 | 44 | 11 | | | 10 | 27 |
| Tobacco..... | | | | | | | | | | | | | |
| Wheat..... | 32,097 | 26,960 | 28,187 | 53,946 | 27,881 | 34,878 | 28,919 | 11,268 | 12,926 | 18,771 | 23,557 | 32,639 | 15,496 |
| Agricultural products, vegetables..... | | | | | | | | | | 6 | 10 | | 1 |
| Hides and skins, &c..... | 42 | | | | 8 | 41 | 23 | | | | | | 2 |
| Horses..... | 3 | | 2 | 4 | | 3 | 3 | 2 | | 4 | | | |
| Lard and lard oil, &c..... | 10 | | 1 | | 6 | 1,348 | 1,444 | 3,671 | 864 | 1,588 | 1,680 | 2,413 | |
| Meats, other than pork..... | 2 | 29 | | | 30 | | | | | | | | |
| Pork..... | 73 | 1 | 52 | 56 | 87 | 390 | 243 | 1,271 | 343 | 117 | 970 | 632 | 162 |
| Sheep..... | | | | | | | | | | | | | |
| Tallow..... | | | | | | | | | | | | | |
| Wool..... | 1,237 | 70 | 80 | 1,494 | 1,536 | 900 | 197 | 359 | 201 | 631 | 119 | 752 | 482 |
| Total, class 3..... | 255,553 | 244,434 | 311,647 | 294,654 | 211,300 | 303,665 | 280,319 | 219,434 | 158,720 | 154,680 | 147,947 | 146,581 | 168,720 |
| <i>Class 4.</i> | | | | | | | | | | | | | |
| Agricultural implements..... | | | | | | | | | | | | 399 | |
| Crockery and earthenware..... | | | | | | | | | | | | | |
| Furniture..... | 7 | | | | 2 | | | 2 | 7 | | 3 | 17 | |

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1891 to 1903, inclusive—*Concluded*.

| Articles. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. | 1902. | 1903. |
|-----------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| <i>Class 4—Con.</i> | | | | | | | | | | | | | |
| Glass, all kinds..... | 1 | | | | | | | | | | 4 | | |
| Marble..... | | | | | | | | | | | | | |
| Molasses..... | | | | | | | | | 8 | 57 | | | |
| Nails..... | | | | 57 | | | | | 11 | | | | |
| Oil, in barrels..... | 1 | | | | 1,005 | 30 | 198 | 119 | 367 | 17 | 22 | 1,594 | 2,000 |
| Paint..... | | 44 | | | | | | 3 | 2 | 36 | | | |
| Rags..... | | | | | | | | | 1 | | | | 4 |
| Soda ash..... | | | | | | | | | | | | | |
| Stone, wrought..... | | | | | | 59 | 31 | | | 154 | 448 | 280 | |
| Sugar..... | | | | | | | | | | | | | |
| White lead..... | | | | | | 15 | | | | | | | |
| Whisky, beer and all other spirits..... | 167 | 46 | 83 | | | | | 34 | 168 | 1 | 1 | | 3 |
| Merchandise..... | 1,865 | 1,331 | 1,693 | 2,976 | 3,960 | 7,656 | 3,591 | 3,828 | 6,219 | 7,889 | 3,327 | 1,928 | 2,010 |
| Total, Class 4..... | 2,041 | 1,421 | 1,782 | 3,033 | 5,160 | 7,762 | 3,820 | 3,986 | 6,783 | 8,164 | 3,805 | 4,218 | 4,017 |
| <i>Class 5.</i> | | | | | | | | | | | | | |
| Empty barrels..... | | | 9 | | 10 | | | | | 5 | 282 | 4 | |
| Firewood, in vessels..... | | | | | 165 | | | | | | | | |
| Lumber, sawn, in vessels..... | 45,504 | 54,173 | 69,985 | 62,905 | 76,515 | 41,974 | 68,280 | 52,844 | 57,695 | 55,128 | 38,085 | 72,806 | 48,337 |
| Masts and spars, in vessels..... | | | | | | | 403 | | | | | | |
| Hoops..... | | | | | | | | | | | | | |
| Railway ties, in vessels..... | | | 13 | | | 446 | | | | | | | |
| Shingles..... | | | | | | | | | | | | | |
| Staves, barrel..... | | | | | | | | | | | | | |
| Timber, square, in vessels..... | | | | | 500 | | 1,040 | | | | | | |
| Woodenware, &c..... | 4 | 54 | | | 12 | | 1 | | | | | | |
| Total, Class 5..... | 45,508 | 54,227 | 69,007 | 62,905 | 75,702 | 42,920 | 69,724 | 52,844 | 57,695 | 55,133 | 38,367 | 72,810 | 48,337 |
| <i>Special Class</i> | | | | | | | | | | | | | |
| Coal..... | 1,382 | 651 | 2,123 | 727 | 1,255 | 603 | | | 2,293 | 992 | 337 | 501 | |
| Stone, not suitable for cutting..... | | | | | | | | | | | | | |
| Kryolite..... | 1,773 | | | | | | | | | | | | |
| Total, Special Class..... | 3,155 | 651 | 2,123 | 727 | 1,255 | 603 | | 769 | 2,293 | 992 | 337 | 501 | |
| Grand total..... | 304,257 | 300,733 | 394,559 | 361,319 | 395,782 | 282,585 | 353,963 | 277,023 | 225,491 | 218,969 | 190,476 | 224,110 | 221,074 |

SESSIONAL PAPER No. 20

N.—STATEMENT showing the Number of Vessels which took their Cargoes of WHEAT through the Welland Canal from Ports west of Port Colborne; the quantity transhipped at Kingston, and the quantity of each Cargo through the St. Lawrence Canals to Montreal during the Season of Navigation in 1903.

| Names of Vessels. | Original quantity through the Welland Canal. | Quantity transhipped at Kingston. | Cargo through the St. Lawrence Canals to Montreal |
|-----------------------------------------|----------------------------------------------|-----------------------------------|---------------------------------------------------|
| Canadian Steamer Advance..... | 1,224 | 155 | 1,069 |
| " " "..... | 1,041 | | 1,041 |
| " " "..... | 1,050 | | 1,050 |
| " " "..... | 1,080 | | 1,080 |
| " " A. E. Ames..... | 1,633 | | 1,633 |
| " " "..... | 1,620 | | 1,620 |
| " " "..... | 1,590 | | 1,590 |
| " " "..... | 1,500 | | 1,500 |
| " " Arabian..... | 1,200 | | 1,200 |
| " " "..... | 1,206 | | 1,206 |
| " " "..... | 1,200 | | 1,200 |
| " " "..... | 1,200 | | 1,200 |
| " " "..... | 1,200 | | 1,200 |
| " " Myles..... | 1,081 | 601 | 480 |
| " " Neepawah..... | 1,829 | | 1,829 |
| " " H. M. Fellatt..... | 1,500 | | 1,500 |
| " " "..... | 1,560 | | 1,560 |
| " " "..... | 1,260 | | 1,260 |
| " " "..... | 510 | | 510 |
| " " H. M. Penall..... | 1,560 | | 1,560 |
| " " "..... | 1,290 | | 1,290 |
| " " J. H. Plummer..... | 1,320 | | 1,320 |
| " " "..... | 1,620 | | 1,620 |
| " " "..... | 1,650 | | 1,650 |
| " " "..... | 1,590 | | 1,590 |
| " " "..... | 1,620 | | 1,620 |
| " " Turret Chief..... | 1,897 | | 1,897 |
| " " "..... | 1,050 | | 1,050 |
| " " Wahcondah..... | 1,620 | | 1,620 |
| " " "..... | 1,632 | | 1,632 |
| " " "..... | 1,629 | | 1,629 |
| " " "..... | 1,620 | | 1,620 |
| " " "..... | 1,590 | | 1,590 |
| " " "..... | 1,590 | | 1,590 |
| " Barge F. L. Danforth..... | 1,350 | 629 | 721 |
| " " Melrose..... | 1,500 | 240 | 1,260 |
| " " Minnedosa..... | 480 | | 480 |
| " " "..... | 1,800 | 210 | 1,590 |
| " " Selkirk..... | 1,440 | 90 | 1,350 |
| United States Steamer H. G. Dalton..... | 2,055 | | 2,055 |
| " " A. D. Davidson..... | 1,515 | | 1,515 |
| " " "..... | 2,130 | | 2,130 |
| " " G. E. Howe..... | 701 | | 701 |
| " " J. S. Keefe..... | 2,175 | | 2,175 |
| " " A. Marshall..... | 2,100 | | 2,100 |
| " " S. N. Parent..... | 2,100 | | 2,100 |
| " " R. Wallace..... | 2,160 | | 2,160 |
| Total..... | 69,268 | 1,925 | 67,343 |

| | |
|------------------------------------------------------------------|--------------|
| Number of cargoes of wheat..... | 47 |
| Quantity through Welland to Kingston..... | 69,268 tons. |
| " transhipped at Kingston..... | 1,925 " |
| " taken to Montreal in vessels in which it arrived Kingston..... | 67,343 " |

4-5 EDWARD VII., A. 1905

N.—STATEMENT showing the Number of Vessels which took their Cargoes of Corn through the Welland Canal from Ports west of Port Colborne; the quantity transhipped at Kingston, and the quantity of each Cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1903.

| Name of Vessel. | Original Quantity through the Welland Canal. | Quantity transhipped at Kingston. | Cargo through the St. Lawrence Canals to Montreal |
|---------------------------------------|----------------------------------------------------|--------------------------------------|---------------------------------------------------------|
| | Tons. | Tons. | Tons. |
| Canadian Steamer A. E. Ames | 1,652 | | 1,652 |
| " " Advance | 1,064 | | 1,064 |
| " " Cuba | 560 | | 560 |
| " " " | 480 | | 480 |
| " " " | 504 | | 504 |
| " " " | 336 | | 336 |
| " " " | 448 | | 448 |
| " " " | 336 | | 336 |
| " " " | 280 | | 280 |
| " " " | 504 | | 504 |
| " " " | 504 | | 504 |
| " " " | 504 | | 504 |
| " " Lake Michigan | 454 | | 454 |
| " " Melbourne | 280 | | 280 |
| " " | 420 | | 420 |
| " " | 448 | | 448 |
| " " | 504 | | 504 |
| " " | 280 | | 280 |
| " " | 280 | | 280 |
| " " | 504 | | 504 |
| " " | 504 | | 504 |
| " " | 504 | | 504 |
| " " | 448 | | 448 |
| " Barge Winnipeg | 1,400 | 84 | 1,316 |
| United States Steamer J. Cierar | 2,186 | | 2,186 |
| " " A. D. Davidson | 756 | | 756 |
| " " G. C. Howe | 1,477 | | 1,477 |
| " " J. Lambert | 2,198 | | 2,198 |
| " " " | 2,155 | | 2,155 |
| " " A. M. Marshall | 2,184 | | 2,184 |
| " " W. P. Palmer | 1,924 | | 1,924 |
| " " S. N. Parent | 2,168 | | 2,168 |
| " " R. Wallace | 2,168 | | 2,168 |
| " " A. B. Wolvin | 1,941 | | 1,941 |
| Total | 32,323 | 84 | 32,239 |

| | |
|----------------------------------------------------------------------|--------------|
| Number of cargoes of corn | 34 |
| Quantity through Welland to Kingston | 32,323 tons. |
| " transhipped at Kingston | 84 " |
| " taken to Montreal in vessels in which it arrived at Kingston | 32,239 " |

SESSIONAL PAPER No. 20

RECAPITULATION of the Number of Vessels passed Down the Welland Canal with Cargoes of Grain for Montreal; the quantity transhipped at Kingston, and the quantity taken to Montreal, for the Season of Navigation in 1903.

| | Number of Cargoes. | Total Number. |
|---------------------------------------------------------------------------------------------|--------------------------|------------------|
| Wheat | 47 | |
| Corn | 34 | |
| Total | | 81 |
| Quantity of wheat through the Welland Canal, bound for Montreal | Tons. 69,268 | Tons. |
| " corn " " " | 32,323 | |
| Total through the Welland Canal | | 101,591 |
| Quantity of the above transhipped at Kingston— | | |
| Wheat | 1,925 | |
| Corn | 84 | |
| Total transhipped | | 2,009 |
| Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston— | | |
| Wheat | 67,343 | |
| Corn | 32,239 | |
| Total quantity to Montreal | | 99,582 |
| Grand total .. | | 101,591 |

SESSIONAL PAPER No. 20

P.—STATEMENT of the Quantity of Grain arrived at Kingston and Ogdensburg in Vessels which passed Down the Welland Canal, during the Season of Navigation in 1903.

| Summary. | Tons. | Tons. |
|----------------------------------------------------------------------------------------------------------------------------------------|---------|----------|
| Canadian steam—133 cargoes of grain..... | 173,683 | |
| " sail 37 " | 45,157 | |
| Total in Canadian vessels..... | | 218,840 |
| United States steam—205 cargoes of grain..... | 257,549 | |
| " sail 14 " | 16,437 | |
| Total in United States vessels..... | | 273,986 |
| Total in Canadian and United States vessels..... | | 492,826 |
| Distributed as follows :— | | |
| 63 Canadian and 18 United States vessels arrived at Kingston and discharged part of their cargoes, taking the balance to Montreal..... | | 99,582 |
| 308 vessels arrived at Kingston, Ogdensburg and other ports and discharged all their cargoes as follows :— | | |
| 81 cargoes in Canadian vessels..... | 130,538 | |
| 227 " United States vessels..... | 260,697 | |
| Quantity discharged by 7 Canadian vessels which took the balance to Montreal..... | 2,009 | |
| Total quantity discharged..... | 393,244 | |
| Total quantity of above transhipped from Kingston and Ogdensburg to Montreal..... | | *252,354 |
| Quantity transhipped from Kingston and Ogdensburg to Cardinal..... | | 6,957 |
| " remaining at Kingston, Ogdensburg and other American ports..... | | 133,933 |
| Total | | 492,826 |

* Of this quantity 2,890 tons were transhipped from Kingston, being grain of 1902.

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Q.—COMPARATIVE STATEMENT of the Quantity of Grain passed Down the Welland Canal to Kingston and Ogdensburg, during the Seasons of Navigation in 1902 and 1903.

| | 1902. | | 1903. | |
|---------------------------------------------------------------------------------------|-----------------|-----------|-----------------|---------|
| | No. of Cargoes. | Tons. | No. of Cargoes. | Tons. |
| Quantity arrived at Kingston in Canadian vessels..... | 131 | 175,514 | 170 | 218,840 |
| Quantity arrived at Kingston and Ogdensburg in United States vessels..... | 135 | 136,652 | 219 | 273,966 |
| Total..... | 266 | 312,166 | 389 | 492,826 |
| Quantity transhipped at Kingston and Ogdensburg in Canadian vessels for Montreal..... | | * 166,866 | | 252,354 |
| Quantity taken to Montreal in vessels in which it arrived at Kingston..... | | 35,253 | | 99,582 |
| Quantity remaining at Kingston, Ogdensburg and Cardinal..... | | 110,047 | | 140,890 |
| Total..... | | 312,166 | | 492,826 |

* Of this quantity 2,890 tons were transhipped to Montreal in 1903.
 74 vessels took their cargoes through in 1903, against 36 in 1902.
 7 " discharged part of their cargo in 1903, against 3 in 1902.
 308 " " all their cargo in 1903, against 227 in 1902.

R.—STATEMENT showing the Number of Vessels, their Tonnage, Number of Passengers and Tons of Freight passed down the Rapids of the St. Lawrence Canals during the Season of Navigation in 1903.

| Destination. | No. of Sections. | No. of Vessels. | Tonnage of Vessels. | Number of passengers | Class Three. | Class Four. | Class Five. | Special Class. | Tolls. |
|-----------------------------|------------------|-----------------|---------------------|----------------------|--------------|-------------|-------------|----------------|----------|
| | | | Tons. | | Tons. | Tons. | Tons. | Tons. | \$ cts. |
| Prescott to Montreal..... | 4 | 115 | 58,411 | 15,306 | 284 | 942 | ..... | ..... | 2,200 01 |
| " Lachine..... | 3 | 30 | 16,131 | 2,534 | 975 | 937 | ..... | ..... | 531 42 |
| Valleyfield to Lachine..... | 1 | 171 | 37,866 | 4,025 | 1,799 | 709 | 36 | ..... | 278 29 |
| Lachine to Montreal..... | 1 | 300 | 55,166 | 20,649 | 1,253 | 1,213 | 17 | ..... | 731 18 |
| Total..... | ..... | 616 | 167,574 | 42,514 | 4,310 | 3,801 | 53 | ..... | 3,740 90 |

SESSIONAL PAPER No. 20

S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1903, inclusive, and the amount of Tolls collected thereon, is as follows :—

| YEARS. | From Canadian Ports to Canadian Ports. | From Canadian Ports to Canadian Ports. | From United States Ports to United States Ports. | | From United States Ports to Canadian Ports. | | Total, Tons. | Amount of Tolls paid. |
|--------|----------------------------------------|----------------------------------------|--------------------------------------------------|-------|---------------------------------------------|--------|--------------|-----------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | | Rate 20 cents a ton. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | \$ cts. |
| 1885 | | | 193,442 | 4,974 | 10,321 | 31,350 | 240,067 | 48,017 40 |
| 1886 | | | 184,564 | 5,400 | 22,187 | 49,724 | 261,875 | 52,375 00 |
| 1887 | | | 81,617 | 1,163 | 26,775 | 25,968 | 135,523 | 27,104 60 |
| 1888 | | | 172,381 | 878 | 17,366 | 27,183 | 217,907 | 43,561 40 |
| 1889 | | | 226,352 | 1,124 | 12,036 | 25,931 | 265,443 | 53,188 60 |
| 1890 | 80 | | 116,616 | 615 | 17,280 | 22,781 | 202,372 | 38,222 80 |
| 1891 | | | 185,190 | 1,382 | 17,374 | 20,698 | 224,644 | 44,928 20 |
| 1892 | | | 183,244 | 651 | 12,391 | 15,380 | 211,616 | 42,284 13 |
| 1893 | | | 204,704 | 2,123 | 8,325 | 17,944 | 233,096 | 46,619 20 |
| 1894 | | | 187,794 | 727 | 1,269 | 13,947 | 203,737 | 40,789 93 |
| 1895 | 4 | | 148,887 | 603 | 1,565 | 7,807 | 158,866 | 31,773 05 |
| 1896 | 20 | 210 | 206,093 | 1,255 | 4,127 | 11,740 | 223,445 | 44,668 20 |
| 1897 | | 4 | 165,143 | | 1,277 | 9,799 | 176,223 | 35,244 60 |
| 1898 | | | 156,055 | 759 | 986 | 4,536 | 162,336 | 32,467 20 |
| 1899 | | | 86,638 | 2,293 | 525 | 8,276 | 97,732 | 19,546 40 |
| 1900 | 8 | | 45,032 | 992 | | 1,360 | 47,392 | 9,478 40 |
| 1901 | | | 46,345 | 357 | 456 | 2,322 | 49,480 | 9,896 00 |
| 1902 | | | 12,410 | 501 | 65 | 51,037 | 64,013 | 12,845 60 |
| 1903 | 3 | | 113,076 | | 4,796 | 30,009 | 147,884 | 29,576 80 |

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O. C. 11th May, 1890, for the season of 1890 only; the rate for 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901 and 1902, being 20 cents a ton for passage either eastward or westward. During 1903 all tolls were free. O. C. Apr. 27, 1903.

4-5 EDWARD VII., A. 1905

T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1903 inclusive.

| Years. | Quantity passed up free of Tolls. | Quantity passed down to Montreal. | Total Quantity passed up and down. | Amount of Tolls on Quantity passed down to Montreal. |
|------------|--------------------------------------------|--------------------------------------------|---------------------------------------------|---------------------------------------------------------------------|
| | Tons. | Tons. | Tons. | \$ cts. |
| 1885. | 5,035 | 122,829 | 127,864 | 18,424 36 |
| 1886. | 3,301 | 118,802 | 122,103 | 17,820 70 |
| 1887. | 7,579 | 121,618 | 129,197 | 18,242 70 |
| 1888. | 8,341 | 123,050 | 131,391 | 18,423 90 |
| 1889. | 5,360 | 124,290 | 129,650 | 18,604 90 |
| 1890. | 6,538 | 135,168 | 141,706 | 20,275 20 |
| 1891. | 7,951 | 141,701 | 149,652 | 21,255 15 |
| 1892. | 7,543 | 157,134 | 164,677 | 23,570 10 |
| 1893. | 2,285 | 147,139 | 149,424 | 22,070 85 |
| 1894. | 16,213 | 169,552 | 185,765 | 25,432 90 |
| 1895. .... | ..... | 165,151 | 165,151 | 24,772 65 |
| 1896. | 689 | 161,551 | 162,240 | 24,232 65 |
| 1897. | 40 | 164,963 | 165,003 | 24,722 37 |
| 1898. | 400 | 175,609 | 176,009 | 26,341 05 |
| 1899. | 448 | 201,546 | 201,994 | 30,231 80 |
| 1900. | 10 | 280,169 | 280,179 | 42,025 35 |
| 1901. | 2,765 | 298,245 | 301,010 | 44,732 55 |
| 1902. | 9,231 | 95,702 | 104,933 | 11,958 90 |
| 1903. | 30 | 290,548 | 290,578 | *43,555 73 |

NOTE.—Coal is allowed to pass free up the St. Lawrence Canals. Con. O. C. Oct. 26, 1889.

* These tolls were 'free' by O. C. April 27, 1903.

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the years 1892 to 1903, inclusive.

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|----------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|
| 1892. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl | 17 | 2 | ..... |
| Apples..... | 54 | ..... | ..... |
| Barley ..... | ..... | ..... | 6,433 |
| Corn | 53,689 | 7,637 | 131,222 |
| Coal ..... | ..... | 14,839 | 651 |
| Flour | 2,874 | ..... | 11,018 |
| Fish | 9 | ..... | ..... |
| Furniture | 1 | ..... | 7 |
| Hides..... | 20 | ..... | ..... |
| Horses | 2 | ..... | ..... |
| Iron, railway ..... | ..... | 100 | ..... |
| " all other ..... | ..... | 765 | 1 |
| Meal, all kinds | 16 | ..... | 31,724 |
| Meats, other than pork | 94 | ..... | 29 |
| Oats ..... | ..... | ..... | 36,935 |
| Oil ..... | ..... | 7 | ..... |
| Pease | 524 | ..... | ..... |
| Potatoes..... | ..... | ..... | 1 |
| Pork ..... | ..... | ..... | 44 |
| Rye | 9,119 | 273 | ..... |
| Salt ..... | ..... | 865 | ..... |
| Seeds, all kinds | 75 | ..... | 50 |
| Steel ..... | ..... | ..... | 1 |
| Stone for cutting ..... | ..... | 1,264 | ..... |
| Sugar ..... | ..... | ..... | 20 |
| Wheat | 194,281 | 5,373 | 26,950 |
| Whisky, beer, spirits, &c. | 6 | 15 | 46 |
| Wool ..... | ..... | ..... | 70 |
| Merchandise not enumerated | 36 | 13 | 1,304 |
| Barrels, empty | 1 | ..... | 29 |
| Lumber, sawn, in vessels | 1,678 | 150 | 83,403 |
| Square timber | 440 | 42,768 | 440 |
| Staves and headings, pipe | 8 | 80 | ..... |
| " " West India | 200 | 76 | ..... |
| Shingles ..... | ..... | ..... | 25 |
| Total | 263,144 | 74,227 | 390,403 |
| *Wheat | + 4,341 | - 4,341 | ..... |
| Total..... | 267,485 | 69,886 | 390,403 |

*This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat which passed down the whole length of the Welland and St. Lawrence Canals, to Montreal, or any port east of Montreal, and such products exported out of the country, and in such cases only.

4-5 EDWARD VII., A. 1905

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|-----------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|
| 1893. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl | 23 | | |
| Barley | 600 | 1,110 | 16,751 |
| Bricks | | 1,251 | |
| Corn | 278,564 | 5,752 | 156,776 |
| Coal | | 17,944 | 2,123 |
| Flour | 5,514 | | 6,588 |
| Fish | | | 5 |
| Furniture | | | 6 |
| Horses | 1 | 1 | 2 |
| Iron, pig | | | 100 |
| " all other | | | 2 |
| Meal, all kinds | | 1,025 | 36,352 |
| Meats, other than pork | | | 1 |
| Oats | 9,761 | 1,090 | 20,313 |
| Pork | | | 52 |
| Rye | 3,669 | 1 | 1 |
| Salt | | 286 | |
| Seeds, all kinds | | | 16 |
| Wheat | 209,212 | 17,602 | 29,117 |
| Whisky, beer, &c | 1 | | 83 |
| Wool | | | 80 |
| Merchandise not enumerated | 4 | 2 | 1,693 |
| Barrels, empty | | | 9 |
| Firewood (in rafts) | | 15 | |
| Lumber, sawn, in vessels | 667 | 1,981 | 123,665 |
| Shingles | | | 13 |
| Square timber | | 45,605 | |
| Staves and headings, barrel | | 12 | |
| " pipe | | 7 | |
| " West India | | 53 | |
| Total | 508,016 | 93,737 | 393,748 |

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1893.

The tolls were, however, reduced by Order in Council of 13th February, 1893, as follows:—"For the season of 1893, the canal toll for the passage of the following food products: wheat, Indian corn, rye, barley, rye, oats, flaxseed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canal."

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------|
| 1894. | Tons. | Tons. | Tons. |
| Apples..... | 50 | | |
| Ashes..... | 19 | | |
| Barley..... | 258 | | 28,095 |
| Bricks..... | | 552 | |
| Coal..... | | 13,818 | 727 |
| Corn..... | 60,661 | 3,243 | 105,329 |
| Dye woods and dye stuffs..... | | 4 | 2 |
| Fish..... | | | 5 |
| Flour..... | 16,503 | 41 | 16,880 |
| Furniture..... | 2 | 3 | |
| Horses..... | 1 | 2 | 4 |
| Iron, pig..... | 195 | 2,170 | |
| " all other..... | 1 | 183 | |
| Meals..... | 4 | | 60,390 |
| Nails..... | | | 57 |
| Oats..... | 175 | 107 | 27,621 |
| Oil cake..... | 29 | | |
| " in barrels..... | | 27 | |
| Pork..... | 717 | | 56 |
| Salt..... | | 133 | |
| Spirits, beer, &c..... | | 3 | |
| Sugar..... | | | 52 |
| Wheat..... | 212,557 | 13,349 | 42,934 |
| White lead..... | 16 | | |
| Wool..... | | | 1,484 |
| Merchandise not enumerated..... | 314 | | 2,889 |
| Barrels, empty..... | | 16 | |
| Sawn lumber, in vessels..... | 683 | | 86,545 |
| Square timber..... | | 47,030 | |
| Woodenware..... | 6 | | |
| Total..... | 292,191 | 80,681 | 373,070 |

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1894.

The tolls were, however, reduced by Order in Council of 16th April, 1894, as follows :—For the season of 1894, the canal tolls for the passage of the following food products : wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton ; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canals to entitle these products to free passage through the St. Lawrence Canals.

4-5 EDWARD VII., A. 1905

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------|
| 1895. | Tons. | Tons. | Tons. |
| Apples..... | 28 | | |
| Ashes..... | 34 | 15 | |
| Barley..... | 959 | | 7,730 |
| Bricks..... | | 651 | |
| Coal..... | | 7,809 | 603 |
| Corn..... | 70,235 | 2,912 | 91,743 |
| Flour..... | 30,916 | 1,624 | 10,265 |
| Furniture..... | | 12 | 2 |
| Glass..... | | 1 | |
| Horses..... | 1 | 1 | |
| Hides, skins, &c..... | | | 8 |
| Iron, railway..... | | | 181 |
| " pig..... | 79 | 1,994 | |
| " all other..... | 1,766 | 1,408 | 214 |
| Lard and lard oil..... | | | 6 |
| Meal, all kinds..... | 65 | | 46,316 |
| Meats other than pork..... | | | 30 |
| Molasses..... | 100 | | |
| Oats..... | 1,654 | 123 | 16,442 |
| Oil, in barrels..... | 6 | 41 | 30 |
| Pork..... | | | 87 |
| Paint..... | 2 | | |
| Salt..... | | 36 | |
| Stone, for cutting..... | | 430 | |
| Seeds, all kinds..... | | | 14 |
| Steel..... | 394 | | 462 |
| Sugar..... | | | 59 |
| Spirits, beer, &c..... | 101 | 84 | 15 |
| Tobacco..... | | 16 | |
| Wheat..... | *158,643 | 29,061 | 17,908 |
| Wool..... | | | 1,536 |
| Merchandise not enumerated..... | 558 | 1,302 | 7,656 |
| Barrels, empty..... | 1 | | |
| Sawn lumber, in vessels..... | 1,117 | 492 | 43,286 |
| Railway ties..... | | | 1,942 |
| Shingles..... | | 19 | |
| Square timber, in vessels..... | | 63,715 | 500 |
| Total..... | 266,659 | 111,946 | 247,035 |

* Of this amount 3,469 tons came down to Kingston in 1894, were stored there and taken to Montreal in 1895; and 245 tons came down to Ogdensburg in 1894, stored there, and transhipped to Montreal in 1895.

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|
| 1896. | Tons. | Tons. | Tons. |
| All other (vegetable)..... | 29 | | |
| Apples..... | †1,263 | | |
| Ashes..... | 94 | | |
| Barley..... | 240 | | 11,123 |
| Cement and water-lime..... | 12 | | |
| Coal..... | | 11,742 | 1,255 |
| Corn..... | 182,330 | 19,688 | 118,428 |
| Crockery..... | 5 | | |
| Fish..... | | 2 | |
| Flour..... | 11,064 | 13,846 | 16,224 |
| Furniture..... | | 3 | |
| Glass..... | 9 | 3 | |
| Hay, pressed..... | | 563 | |
| Hides, skins, &c..... | | | 41 |
| Horses..... | 1 | 1 | 3 |
| Iron, railway..... | | 1,192 | |
| " pig..... | 5 | 1,559 | |
| " all other..... | 2,020 | 1,725 | |
| Lard and lard oil..... | | | 1,348 |
| Meal, all kinds..... | | 500 | 46,456 |
| Molasses..... | 167 | | |
| Oats..... | 12,373 | 1,454 | 14,351 |
| Oil in barrels..... | 23 | | 1,005 |
| Pease..... | 3,020 | 10 | |
| Pork..... | 1 | | 390 |
| Rags..... | 4 | | |
| Rye..... | 8,323 | 647 | |
| Salt..... | | 80 | |
| Seeds, all kinds..... | 20 | | 78 |
| Steel..... | 542 | 11,317 | 498 |
| Sugar..... | 1 | | 165 |
| Tobacco..... | | 1 | |
| Wheat..... | *254,763 | 51,587 | 16,467 |
| Wool..... | | 8 | 900 |
| Merchandise not enumerated..... | 376 | 54 | 3,990 |
| Barrels, empty..... | | | 10 |
| Firewood, in vessels..... | | | 165 |
| Sawn lumber "..... | 657 | 1,286 | 78,397 |
| Shingles..... | | 94 | 40 |
| Square timber, in vessels..... | | 55,588 | |
| " rafts..... | 1,200 | | |
| Woodenware..... | | | 12 |
| Total..... | 479,442 | 172,950 | 311,349 |

† 523 tons of this quantity of apples paid full tolls by sections on the Welland Canal, and consequently does not appear on the Welland Through Statement.

* Of this amount 5,290 tons came down to Kingston in 1895, were stored there and transhipped to Montreal in 1896.

4-5 EDWARD VII., A. 1905

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------|
| 1897. | Tons. | Tons. | Tons. |
| Agricultural products, vegetable..... | | | 32 |
| Ashes..... | 133 | | |
| Barley..... | | | 14,173 |
| Bricks..... | | 739 | 845 |
| Clay, lime and sand..... | 38 | 430 | |
| Coal..... | | 9,803 | |
| Corn..... | *264,396 | 11,103 | 115,689 |
| Flaxseed..... | 3,293 | 169 | |
| Flour..... | 1,029 | 211 | 7,237 |
| Furniture..... | 1 | 5 | |
| Glass..... | 53 | 9 | |
| Hay, pressed..... | | | 301 |
| Horses..... | 1 | 1 | 3 |
| Hides and skins, &c..... | | | 23 |
| Iron, railway..... | | 6,241 | 965 |
| " pig..... | | 2,828 | |
| " all other..... | 7,564 | 6,143 | |
| Lard and lard oil..... | | | 1,444 |
| Meal, all kinds..... | | 699 | 41,644 |
| Molasses..... | 9 | | |
| Oats..... | *6,847 | 3,046 | 15,233 |
| Oil in barrels..... | 112 | 51 | 198 |
| Pease..... | *2,078 | 3 | |
| Pork..... | | | 243 |
| Rye..... | 8,435 | 48 | |
| Salt..... | 216 | | |
| Stone for cutting..... | | 330 | |
| Seeds, all kinds..... | | | 299 |
| Steel..... | 375 | 4,680 | |
| Sugar..... | | | 31 |
| Spirits, beer, &c..... | 46 | | |
| Tobacco..... | 51 | | |
| Wheat..... | *278,498 | †39,057 | 12,661 |
| Wool..... | | | 197 |
| Merchandise not enumerated..... | 1,214 | 347 | 3,591 |
| Firewood, in vessels..... | | 12 | |
| Hoops..... | 257 | 8 | |
| Lumber, sawn, in vessels..... | 478 | 1,158 | 69,710 |
| Masts " " rafts..... | | 5 | 403 |
| Railway ties, in vessels..... | | 999 | |
| Split posts..... | | 4 | |
| Timber, square "..... | 1,207 | 81,117 | 1,040 |
| Staves and headings, salt barrel.. | 4,716 | | |
| Woodenware..... | | | 1 |
| Total..... | 581,047 | 169,246 | 285,963 |

* Of this quantity of corn 573 tons came down to Ogdensburg and Prescott in 1896, were stored there and transhipped to Montreal in 1897.

* Of this quantity of oats 50 tons came down to Prescott in 1896 and passed down to Montreal in 1897, and 170 tons passed through on St. Catharines Reports; 136 tons of which passed down to Montreal.

* Of this quantity of pease 230 tons were transhipped and passed through on St. Catharines Reports.

* Of this quantity of wheat 624 tons were transhipped and passed through on St. Catharines Reports, and 7,072 tons came down to Kingston and Prescott in 1896 and passed down to Montreal in 1897.

† Of this quantity, 1,079 tons were transhipped and passed through on St. Catharines Reports.

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---------------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|
| 1898. | Tons. | Tons. | Tons. |
| Agricultural products, vegetable..... | 56 | | |
| Ashes..... | 73 | | |
| Barley..... | 3,960 | 1,417 | 6,909 |
| Cement and water-lime..... | | | 300 |
| Clay, lime and sand..... | 52 | 1 | |
| Coal..... | | 4,536 | 759 |
| Corn..... | *310,498 | 13,338 | 116,317 |
| Flaxseed..... | 5,687 | 9 | |
| Flour..... | 653 | | 4,212 |
| Furniture..... | | | 2 |
| Glass..... | 75 | | |
| Horses..... | 4 | | |
| Iron, railway..... | | 674 | 770 |
| " pig..... | | 4,187 | |
| " all other..... | 6,217 | 257 | 324 |
| " ore..... | | 13,433 | |
| Lard and lard oil..... | | | 3,671 |
| Meal, all kinds..... | | | 22,626 |
| Molasses..... | 56 | | |
| Oats..... | 3,975 | 625 | 12,729 |
| Oil, in barrels..... | 1,141 | 15 | 119 |
| Paint..... | | | 3 |
| Pease..... | 260 | | 45 |
| Pork..... | | | 1,271 |
| Rye..... | *16,133 | 39 | |
| Salt..... | 141 | 644 | |
| Seeds, all kinds..... | | | 44 |
| Spirits, beer, &c..... | 4 | | 34 |
| Steel..... | 1,351 | 3,122 | 2,951 |
| Stone for cutting..... | | 554 | |
| Tallow..... | | | 359 |
| Wheat..... | *184,706 | 15,860 | 8,612 |
| Wool..... | | | 89 |
| Merchandise, not enumerated..... | 866 | 25 | 3,828 |
| Firewood, in vessels..... | | 747 | |
| Lumber, sawn, in vessels..... | 3,065 | 2,840 | 72,897 |
| Railway ties..... | | 190 | |
| Shingles..... | | 11 | |
| Square timber..... | 329 | 48,369 | |
| Total..... | 539,305 | 110,893 | 258,871 |

*Of this quantity of corn 2,340 tons came down to Ogdensburg and Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

*Of this quantity of rye 45 tons came down to Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

*Of this quantity of wheat 4,165 tons came down to Kingston in 1897, were stored there, and transhipped to Montreal in 1898.

4-5 EDWARD VII., A. 1905

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|----------------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|
| 1899. | Tons. | Tons. | Tons. |
| Agricultural products, vegetable | 32 | | |
| Ashes..... | 53 | | |
| Barley..... | 596 | | 1,828 |
| Clay, lime and sand..... | 15 | | |
| Coal..... | | 8,276 | 2,293 |
| Corn..... | *150,999 | 16,594 | 43,854 |
| Flaxseed..... | 200 | | |
| Flour..... | 4,229 | 1,889 | 4,404 |
| Furniture..... | | 2 | 7 |
| Glass..... | 16 | | |
| Horses..... | 1 | | |
| Iron, ore..... | | 26,125 | |
| " all other..... | 5,063 | | 294 |
| Lard and lard oil..... | | 3 | 864 |
| Meal, all kinds..... | | | 18,198 |
| Molasses..... | 159 | | 8 |
| Nails..... | 1 | 1 | 11 |
| Oats..... | *10,250 | 1 | 13,139 |
| Oil, in barrels..... | 7,143 | 2 | 254 |
| Paint | | | 2 |
| Pork..... | | | 343 |
| Rags..... | | | 1 |
| Rye..... | 923 | | |
| Salt..... | 183 | 479 | 549 |
| Seeds, all kinds..... | | | 11 |
| Spirits, beer, &c..... | 74 | 71 | 168 |
| Steel..... | 3,000 | 1,562 | 11,802 |
| Stone for cutting..... | | 429 | |
| Tallow..... | | | 201 |
| Tobacco..... | 96 | | |
| Wheat..... | *169,978 | 23,602 | 9,190 |
| Wool..... | | | 130 |
| Merchandise, not enumerated..... | 518 | 126 | 6,219 |
| Barrels, empty..... | 1 | | |
| Firewood, in vessels..... | | 27 | |
| Hop poles..... | | 100 | |
| Lumber, sawn, in vessels..... | 924 | 4,583 | 57,695 |
| Masts and spars..... | | 3 | |
| Railway ties..... | | 74 | 1,273 |
| Shingles..... | | 50 | |
| Square timber, in vessels..... | 26 | 24,959 | |
| Total..... | 354,485 | 108,958 | 172,738 |

* Of this quantity of corn 7,443 tons came down to Ogdensburg and Prescott in 1898, were stored there, and transhipped to Montreal in 1899.

* Of this quantity of oats 187 tons passed down from Dunnville to Montreal.

* Of this quantity of wheat 6,447 tons passed down to Kingston in 1898, were stored there, and transhipped to Montreal in 1899.

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|----------------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|
| 1900. | Tons. | Tons. | Tons. |
| Agricultural products, vegetable | | 1 | 6 |
| Ashes | 25 | 15 | |
| Barley | 1,288 | 563 | 1,598 |
| Cement and water-lime | | | 18 |
| Clay, lime and sand | 15 | | |
| Coal | | 1,360 | 992 |
| Corn | *109,859 | 9,844 | 44,306 |
| Flour | 1,596 | 990 | 6,371 |
| Furniture | 1 | | |
| Glass, all kinds | 6 | 4 | |
| Horses | | | 4 |
| Iron, pig | 508 | 1,284 | |
| " all other | 4,292 | 1,044 | 714 |
| " ore | | 58,400 | |
| Lard and lard oil | | | 1,588 |
| Meal (all kinds) | | | 14,244 |
| Molasses | | 21 | 57 |
| Oats | *8,925 | 348 | 30,840 |
| Oil, in barrels | 15,647 | 4,288 | 17 |
| Oil-cake | | | 2,705 |
| Paint | | 2 | 36 |
| Pease | 115 | | 4 |
| Pitch and tar | | 24 | |
| Pork | | | 117 |
| Rye | 3,078 | 160 | 300 |
| Salt | | 467 | |
| Soda ash | | 15 | |
| Steel | 5,420 | | 2,601 |
| Sugar | | | 154 |
| Tallow | | | 631 |
| Wheat | *121,896 | 6,610 | 7,541 |
| White lead | 16 | | |
| Merchandise not enumerated | 103 | 154 | 7,899 |
| Barrels, empty | 182 | 407 | 5 |
| Firewood, in vessels | | 1,143 | |
| Lumber, sawn, in vessels | 15,760 | 5,701 | 55,128 |
| Shingles | | 90 | |
| Square timber, in vessels | | 20,267 | |
| Staves | | 3 | |
| Total | 288,231 | 113,205 | 177,876 |

*Of this quantity of corn 751 tons came to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

*Of this quantity of oats 585 tons came down to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

*Of this quantity of wheat 10,835 tons came down to Ogdensburg, Kingston and Prescott in 1900, were stored there, and transhipped to Montreal in 1900.

4-5 EDWARD VII., A. 1905

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------|
| 1901. | Tons. | Tons. | Tons. |
| Agricultural implements..... | 1,785 | | |
| " products, vegetable..... | | | 10 |
| Ashes..... | 3 | | |
| Barley..... | | | 7,119 |
| Coal..... | | 2,322 | 357 |
| Corn..... | 14,319 | 4,828 | 48,609 |
| Flaxseed..... | 4,965 | 2 | |
| Flour..... | 1,400 | 218 | 15,768 |
| Furniture..... | 5 | | |
| Glass (all kinds)..... | 1 | | |
| Hay, pressed..... | 246 | | |
| Iron, pig..... | | 1,790 | |
| " all other..... | 1,178 | 589 | |
| " ore..... | | 98,452 | |
| Lard and lard oil..... | 1,155 | 827 | 525 |
| Meal (all kinds)..... | 35 | | 13,981 |
| Meats..... | 114 | 7 | |
| Molasses..... | | 17 | |
| Oats..... | 1,584 | 853 | 25,704 |
| Oil (in barrels)..... | 14,987 | 2,971 | 22 |
| Oil-cake..... | 1,083 | 113 | 219 |
| Paint..... | 17 | 6 | |
| Pitch and tar..... | | 17 | |
| Pork..... | 34 | 970 | 10 |
| Rye..... | 2,961 | | |
| Salt..... | 50 | 165 | 105 |
| Soda ash..... | 4 | | |
| Spirits, &c..... | 32 | | |
| Sugar..... | 112 | | 448 |
| Tallow..... | | | 119 |
| Tobacco, raw..... | 23 | | |
| Wheat..... | *132,702 | 8,051 | 9,057 |
| Wool..... | | | 3 |
| Merchandise not enumerated..... | 2,420 | 1,395 | 966 |
| Barrels, empty..... | 66 | | 216 |
| Firewood, in vessels..... | | 1,287 | |
| Lumber, sawn, in vessels..... | 2,635 | 3,412 | 51,931 |
| Mast spars, &c. "..... | | 13 | |
| Shingles..... | | 18 | |
| Square timber, in vessels..... | 504 | 14,023 | |
| Total..... | 184,420 | 142,346 | 175,169 |

*Of this quantity 9,324 tons came to Ogdensburg in 1900, were stored there, and transhipped to Montreal in 1901.

SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---------------------------------|-----------------------------------|-----------------------------------------------------------------------------|----------------------------------------------|
| 1902. | Tons. | Tons. | Tons. |
| Agricultural implements..... | 13 | | 399 |
| Barley..... | | | 7,418 |
| Coal..... | 15,976 | | 35,562 |
| Corn..... | 1,719 | 10,335 | 55,593 |
| Fish..... | | 1 | |
| Flour..... | 6,755 | 5,697 | 7,030 |
| Furniture..... | | | 17 |
| Iron, railway..... | 50 | | |
| " all other..... | 5,785 | | 220 |
| " ore..... | | 3,492 | 18,988 |
| Lard and lard oil..... | | | 2,413 |
| Meal, all kinds..... | | | 12,675 |
| Molasses..... | 54 | 18 | |
| Oats..... | 1,442 | | 9,764 |
| Oil (in barrels)..... | 12,091 | 131 | 1,594 |
| Oil cake..... | | | 110 |
| Paint..... | | 20 | |
| Pitch and tar..... | | 33 | |
| Pork..... | | | 632 |
| Rye..... | 4,079 | | |
| Seeds, all kinds..... | | | 10 |
| Sugar..... | | | 230 |
| Wheat..... | * 200,975 | 12,452 | 8,389 |
| Wool..... | | | 752 |
| Merchandise not enumerated..... | 419 | 172 | 1,928 |
| Barrels (empty)..... | 5 | 15 | 4 |
| Firewood, in vessels..... | | 288 | |
| Lumber, sawn, in vessels..... | 1,085 | 2,178 | 97,300 |
| Saw logs..... | | 28 | |
| Square timber, in vessels..... | | 20,838 | |
| Staves (barrel)..... | | 35 | |
| Woodenware..... | 17 | | |
| Total..... | 250,475 | 55,733 | 261,078 |

* Of this quantity 6,096 tons were transhipped to Montreal being grain of 1901.

4-5 EDWARD VII., A. 1905

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Concluded.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|--------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------|----------------------------------------------------------|
| 1903. | Tons. | Tons. | Tons. |
| Agricultural implements | 46 | | |
| " products | | 1 | |
| Ashes | 14 | | |
| Barley | 2,206 | 1,017 | 11,433 |
| Coal | | 30,009 | |
| Corn | 116,223 | 13,846 | 80,689 |
| Flax and hemp | | 5 | |
| Flax seed | 3,643 | | |
| Flour | 16,151 | | 6,082 |
| Furniture | 3 | 10 | |
| Glass, all kinds | 15 | | |
| Horses | | | 2 |
| Iron, railway | | 15 | |
| " all other | 2,542 | 556 | |
| " ore | | 18,323 | |
| Meal, all kinds | 348 | | 13,549 |
| Molasses | 240 | 16 | |
| Nails | 19 | | |
| Oats | 2,438 | | 5,315 |
| Oil | 14,619 | 518 | 2,000 |
| Oil cake | 462 | 792 | 740 |
| Paint | 5 | | |
| Pease | 63 | | 22 |
| Pork | | | 152 |
| Rags | 4 | | |
| Rosin | 20 | | |
| Rye | 4,260 | | 644 |
| Salt | 132 | 2,242 | |
| Seeds, all kinds | | | 27 |
| Spirits | 2 | | 3 |
| Steel | | 5 | |
| Tallow | 3 | 15 | |
| Wheat | * 226,746 | 14,199 | 13,725 |
| Wool | | | 482 |
| Merchandise not enumerated | 582 | 117 | 2,012 |
| Firewood, in vessels | | 210 | 9 |
| Lumber, sawn, in vessels | | 3,086 | 76,563 |
| Shingles | | 54 | |
| Timber, square, in vessels | | 26,324 | |
| Total | 390,786 | 111,360 | 213,449 |

* Of this quantity 2,890 tons were transhipped to Montreal being grain for 1902.

SESSIONAL PAPER No. 20

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the south side of Lake Ontario. |
|------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| 1892. | Tons. | Tons. | Tons. |
| Barley..... | | | 6,433 |
| Corn..... | 53,689 | 7,637 | 131,222 |
| Oats..... | | | 36,936 |
| Pease..... | 524 | | |
| Rye..... | 9,119 | 273 | |
| Wheat..... | 194,281 | 5,373 | 26,950 |
| Total grain..... | 257,613 | 13,283 | 201,540 |
| Quantity taken to Ogdensburg and transhipped to Montreal..... | *4,341 | 4,341 | |
| Total..... | 261,954 | 8,942 | 201,540 |
| Other articles..... | 5,531 | 60,944 | 128,863 |
| Total..... | 267,485 | 69,886 | 330,403 |
| 1893. | | | |
| Barley..... | 600 | 1,110 | 16,751 |
| Corn..... | 278,564 | 5,752 | 156,776 |
| Oats..... | 9,761 | 1,090 | 20,313 |
| Pease..... | | | |
| Rye..... | 3,669 | 1 | 1 |
| Wheat..... | 209,212 | 17,602 | 29,117 |
| Total grain..... | 501,806 | 25,555 | 222,958 |
| Other articles..... | 6,210 | 68,182 | 170,790 |
| Total..... | 508,016 | 93,737 | 393,748 |
| 1894. | | | |
| Barley..... | 258 | | 28,095 |
| Corn..... | 60,661 | 3,243 | 105,329 |
| Oats..... | 175 | 107 | 27,621 |
| Pease..... | | | |
| Rye..... | | | |
| Wheat..... | 212,557 | 13,349 | 42,934 |
| Total grain..... | 273,651 | 16,699 | 203,979 |
| Other articles..... | 18,540 | 63,982 | 169,091 |
| Total..... | 292,191 | 80,681 | 373,070 |
| 1895. | | | |
| Barley..... | 969 | | 7,730 |
| Corn..... | 70,265 | 2,912 | 91,743 |
| Oats..... | 1,654 | 123 | 16,442 |
| Rye..... | | | |
| Wheat..... | †168,643 | 29,061 | 17,908 |
| Total grain..... | 231,491 | 32,096 | 133,823 |
| Other articles..... | 35,168 | 79,850 | 113,212 |
| Total..... | 266,659 | 111,946 | 247,035 |

* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators and subsequently transhipped to Montreal.

† Of this amount, 3,469 tons came down to Kingston in 1894, was stored there, and taken to Montreal in 1895, and 245 tons came down to Ogdensburg in 1894, was stored there, and transhipped to Montreal in 1895.

4-5 EDWARD VII., A. 1905

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the south side of Lake Ontario. |
|---------------------|-----------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| 1896. | Tons. | Tons. | Tons. |
| Barley..... | 240 | ..... | 11,128 |
| Corn..... | 182,330 | 19,688 | 118,426 |
| Oats..... | 12,373 | 1,454 | 14,351 |
| Pease..... | 3,020 | 10 | ..... |
| Rye..... | 8,323 | 647 | ..... |
| Wheat..... | 254,763 | 51,587 | 16,467 |
| Total grain..... | *461,049 | 73,386 | 160,372 |
| Other articles..... | 13,393 | 99,564 | 150,977 |
| Total..... | 749,442 | 172,950 | 311,349 |
| 1897. | | | |
| Barley..... | ..... | ..... | 14,173 |
| Corn..... | 264,396 | 11,103 | 115,689 |
| Oats..... | 6,847 | 3,046 | 15,233 |
| Pease..... | 2,078 | 3 | ..... |
| Rye..... | 8,435 | 48 | ..... |
| Wheat..... | 278,498 | 39,057 | 12,661 |
| Total grain..... | †560,254 | 53,267 | 157,756 |
| Other articles..... | 20,793 | 114,989 | 122,207 |
| Total..... | 581,047 | 166,246 | 285,963 |
| 1898. | | | |
| Barley..... | 3,960 | 1,417 | 6,909 |
| Corn..... | 310,498 | 13,338 | 116,317 |
| Oats..... | 3,975 | 625 | 12,729 |
| Pease..... | 260 | ..... | 45 |
| Rye..... | 16,133 | 39 | ..... |
| Wheat..... | 184,706 | 15,860 | 8,612 |
| Total grain..... | ‡519,532 | 31,279 | 144,612 |
| Other articles..... | 19,773 | 79,614 | 114,259 |
| Total..... | 539,305 | 110,893 | 258,871 |
| 1899. | | | |
| Barley..... | 596 | ..... | 1,828 |
| Corn..... | 150,999 | 16,594 | 43,854 |
| Oats..... | 10,250 | 1 | 13,139 |
| Pease..... | ..... | ..... | ..... |
| Rye..... | 923 | ..... | ..... |
| Wheat..... | 169,978 | 24,602 | 9,190 |
| Total grain..... | §332,746 | 40,197 | 68,011 |
| Other articles..... | 21,739 | 68,761 | 164,727 |
| Total..... | 354,485 | 108,958 | 172,732 |

* Of this amount, 5,290 tons came down to Kingston in 1896, was stored there, and transhipped to Montreal in 1896.

† Of this quantity, 7,695 tons came down in 1896 and were transhipped to Montreal in 1897.

‡ Of this quantity, 6,550 tons came down in 1897 and were transhipped to Montreal in 1898.

§ Of this quantity, 14,077 tons came down in 1898 and were transhipped to Montreal in 1899.

SESSIONAL PAPER No. 20

U.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the south side of Lake Ontario. |
|---------------------|-----------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| 1900. | Tons. | Tons. | Tons. |
| Barley..... | 1,288 | 563 | 1,598 |
| Corn..... | 109,359 | 9,844 | 44,306 |
| Oats..... | 8,925 | 348 | 30,840 |
| Pease..... | 115 | ..... | 4 |
| Rye..... | 3,078 | 160 | 300 |
| Wheat..... | 121,896 | 6,610 | 7,541 |
| Total grain..... | *244,661 | 17,525 | 84,589 |
| Other articles..... | 43,570 | 95,680 | 93,287 |
| Total..... | 288,231 | 113,205 | 177,876 |
| 1901. | | | |
| Barley..... | 14,319 | 4,828 | 48,609 |
| Corn..... | 1,584 | 853 | 25,704 |
| Oats..... | ..... | ..... | ..... |
| Pease..... | 2,961 | ..... | ..... |
| Rye..... | 132,702 | 8,051 | 9,057 |
| Wheat..... | ..... | ..... | ..... |
| Total grain..... | †151,566 | 13,732 | 83,370 |
| Other articles..... | 32,854 | 128,614 | 91,799 |
| Total..... | 184,420 | 142,346 | 175,169 |
| 1902. | | | |
| Barley..... | ..... | ..... | 7,418 |
| Corn..... | 1,719 | 10,335 | 55,593 |
| Oats..... | 1,442 | ..... | 9,764 |
| Pease..... | ..... | ..... | ..... |
| Rye..... | 4,079 | ..... | ..... |
| Wheat..... | 200,975 | 12,452 | 8,389 |
| Total grain..... | ‡208,215 | 22,787 | 81,164 |
| Other articles..... | 42,260 | 32,946 | 179,914 |
| Total..... | 250,475 | 55,733 | 261,078 |
| 1903. | | | |
| Barley..... | 2,206 | 1,017 | 11,433 |
| Corn..... | 116,223 | 13,846 | 80,689 |
| Oats..... | 2,438 | ..... | 5,315 |
| Pease..... | 63 | ..... | 22 |
| Rye..... | 4,260 | ..... | 644 |
| Wheat..... | 226,746 | 14,199 | 13,725 |
| Total grain..... | §351,936 | 29,062 | 111,828 |
| Other articles..... | 38,850 | 82,298 | 101,621 |
| Total..... | 390,786 | 111,360 | 213,449 |

* Of this quantity, 12,171 tons came down in 1899 and were transhipped to Montreal in 1900.

† Of this quantity, 9,324 tons came down in 1900 and were transhipped to Montreal in 1901.

‡ Of this quantity, 6,096 tons came down in 1901 and were transhipped in 1902.

§ Of this quantity, 2,890 tons came down in 1902 and were transhipped in 1903.

4-5 EDWARD VII., A. 1905

COMPARATIVE STATEMENT showing the Quantity of Vegetable Food and Lumber passed through the Canals during the Years ended December 31, 1902 and 1903.

| | VEGETABLE FOOD. | | | | | | | | | | Lumber. | Total. |
|-------------------------------|-----------------|---------|---------|---------|--------|--------|-------------|------------|---------|---------|---------|--------|
| | Wheat. | | Corn. | Barley. | Oats. | Rye. | Buck-wheat. | All Other. | | | | |
| | Flour. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Welland Canal, 1902..... | 22,282 | 225,171 | 67,647 | 7,418 | 11,232 | 4,079 | | 12,963 | 102,775 | 453,567 | | |
| " " 1903..... | 25,998 | 259,031 | 210,768 | 14,656 | 7,911 | 4,904 | | 13,994 | 85,595 | 622,847 | | |
| Increase..... | 3,716 | 33,860 | 143,111 | 7,238 | 3,321 | 825 | | 1,031 | | 169,280 | | |
| Decrease..... | | | | | | | | | 17,180 | | | |
| St. Lawrence Canal, 1902..... | 22,599 | 444,251 | 24,366 | 8,255 | 22,840 | 19,738 | 920 | 4,812 | 27,506 | 575,297 | | |
| " " 1903..... | 17,762 | 204,363 | 125,701 | 7,095 | 17,033 | 8,693 | 802 | 10,081 | 43,843 | 435,373 | | |
| Increase..... | | | 101,335 | | | 11,045 | 118 | 5,269 | 16,337 | | | |
| Decrease..... | 4,837 | 239,888 | | 1,160 | 5,807 | | | | | 139,924 | | |
| Chambly Canal, 1902..... | 793 | | 1 | | 998 | | | 749 | 26,750 | 29,291 | | |
| " " 1903..... | 955 | | 17 | | 1,317 | | | 718 | 29,906 | 32,913 | | |
| Increase..... | 162 | | 16 | | 319 | | | | 3,156 | 3,622 | | |
| Decrease..... | | | | | | | | 31 | | | | |
| Ottawa Canal, 1902..... | 8 | | | | 565 | | | 265 | 286,463 | 287,321 | | |
| " " 1903..... | 78 | | | | 935 | | | 545 | 332,963 | 334,528 | | |
| Increase..... | 70 | | | | 370 | | | 280 | 46,500 | 47,207 | | |
| Decrease..... | | | | | | | 13 | | | | | |
| Rideau Canal, 1902..... | 487 | 1,041 | 22 | 122 | 541 | 28 | 7 | 98 | 14,194 | 16,540 | | |
| " " 1903..... | 538 | 868 | 111 | 40 | 934 | | 2 | 264 | 17,853 | 20,590 | | |
| Increase..... | 51 | | 89 | | 393 | | | 166 | 3,659 | 4,050 | | |
| Decrease..... | | 173 | | 82 | | 28 | 5 | | | | | |

SESSIONAL PAPER No. 20

| | | | | | | | |
|------------------------------|---------|---------|--------|--------|--------|--------|-----------|
| St. Peter's Canal, 1902 | 1,473 | 273 | 13 | 2,135 | 4,787 | 13,671 | 22,079 |
| " 1903 | 2,234 | 273 | 16 | 2,996 | 7,014 | 17,635 | 30,174 |
| Increase | 761 | | 3 | 861 | 2,227 | 3,968 | 8,095 |
| Decrease | | | | | | | |
| Trent Valley Canals, 1902 | | | | | 6 | 5,504 | 7,171 |
| " 1903 | | | | | 298 | 4,459 | 5,983 |
| Increase | 1,661 | | | | | | |
| Decrease | 1,226 | | | | | | |
| Murray Canal, 1902 | | | | | 232 | 1,045 | 1,188 |
| " 1903 | | | | | | | |
| Increase | 684 | 8 | 1,328 | 159 | 742 | 1,180 | 5,419 |
| Decrease | 732 | 8 | 1,004 | 206 | 1,634 | 3,041 | 7,240 |
| Sault Ste. Marie Canal, 1902 | | | | | | | |
| " 1903 | | | | | | | |
| Increase | 98 | | | 47 | 942 | 1,861 | 1,821 |
| Decrease | 81 | | 324 | | | | |
| Sault Ste. Marie Canal, 1902 | 316,063 | 630 | 21,001 | 9,689 | 15,988 | 81,822 | 1,284,686 |
| " 1903 | 312,210 | 1,260 | 28,192 | 35,289 | 17,609 | 51,044 | 1,416,595 |
| Increase | | | | | | | |
| Decrease | 3,853 | 630 | 7,191 | 25,600 | 1,621 | 30,778 | 131,989 |
| Total increase | | 245,454 | 12,866 | 18,462 | 11,797 | 26,458 | 224,862 |
| Total decrease | 4,011 | | | | | | |
| | | | | 10,465 | | | |
| Total for year 1902 | | | | | | | 2,681,381 |
| " 1903 | | | | | | | 2,906,243 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

4-5 EDWARD VII., A. 1905

CANAL

COMPARATIVE STATEMENT for

| | January. | February. | March. | April. | May. |
|------------------------------------|----------|-----------|---------|----------|-----------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Welland Canal, 1902 | | | | 4,160 24 | 15,558 65 |
| " 1903 | | | 0 42 | 8,012 23 | 20,769 75 |
| Increase | | | 0 42 | 3,851 99 | 5,211 10 |
| Decrease | | | | | |
| St. Lawrence Canals, 1902 | 12 50 | | | 594 89 | 12,224 01 |
| " " 1903 | 8 50 | | 25 00 | 526 14 | 16,907 34 |
| Increase | | | 25 00 | | 4,683 33 |
| Decrease | 4 00 | | | 68 75 | |
| Chambly Canal, 1902 | | | | 33 29 | 3,516 26 |
| " 1903 | | | | 30 27 | 2,984 25 |
| Increase | | | | | |
| Decrease | | | | 3 02 | 532 01 |
| Ottawa Canals, 1902 | | | | 132 40 | 4,941 76 |
| " 1903 | 75 00 | | | 17 60 | 5,002 99 |
| Increase | 75 00 | | | | 61 23 |
| Decrease | | | | 114 80 | |
| Rideau Canal, 1902 | | | | 47 64 | 693 53 |
| " 1903 | | | | | 566 96 |
| Increase | | | | | |
| Decrease | | | | 47 64 | 126 57 |
| St. Peter's Canal, 1902 | 40 56 | | 2 55 | 222 56 | 336 41 |
| " 1903 | 28 34 | | | 129 17 | 303 74 |
| Increase | 12 22 | | 2 55 | | |
| Decrease | | | | 93 39 | 32 67 |
| Trent Valley Canal, 1902 | | | | 27 58 | 72 43 |
| " 1903 | | | | 20 71 | 130 22 |
| Increase | | | | | 57 79 |
| Decrease | | | | 6 87 | |
| Murray Canal, 1902 | | | | 46 01 | 89 10 |
| " 1903 | | | | 22 48 | 107 17 |
| Increase | | | | | 18 07 |
| Decrease | | | | 23 53 | |
| Sault Ste. Marie Canal, 1902 | | | | | |
| " " 1903 | | | | | |
| Increase | | | | | |
| Decrease | | | | | |
| Total increase | 58 78 | | 22 87 | 3,493 97 | 9,340 29 |
| Total decrease | | | | | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

SESSIONAL PAPER No. 20

REVENUE.

Years ended December 31, 1902 and 1903.

| June. | July. | August. | September. | October. | November. | December. | Total. |
|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|----------------------------------|---------------------------------|------------------------------------|
| \$ cts. 12,183 06 21,919 34 | \$ cts. 15,152 28 17,827 43 | \$ cts. 13,341 38 17,115 53 | \$ cts. 11,364 73 15,702 06 | \$ cts. 15,853 37 22,063 51 | \$ cts. 9,322 57 12,704 40 | \$ cts. 1,905 82 1,082 64 | \$ cts. 98,842 10 137,197 31 |
| 9,736 28 | 2,675 15 | 3,774 15 | 4,337 33 | 6,210 14 | 3,381 83 | 823 18 | 38,355 21 |
| 8,144 93 19,988 36 | 9,023 29 21,975 31 | 10,329 63 22,566 71 | 10,819 85 19,238 41 | 8,582 88 17,540 49 | 11,034 66 11,186 79 | 320 38 484 51 | 71,587 02 130,447 56 |
| 11,843 43 | 12,952 02 | 12,237 08 | 8,418 56 | 8,957 61 | 152 13 | 335 87 | 58,860 54 |
| 2,705 56 3,916 11 | 2,905 31 5,657 21 | 3,361 07 4,470 31 | 3,969 97 3,013 24 | 3,921 01 3,168 44 | 2,310 84 1,532 41 | | 22,723 31 24,772 24 |
| 1,210 55 | 2,751 90 | 1,109 24 | 956 73 | 752 57 | 778 43 | | 2,048 93 |
| 3,538 87 5,626 00 | 4,068 87 4,802 80 | 3,809 81 4,572 66 | 3,957 62 3,813 03 | 2,663 02 3,384 14 | 1,750 02 2,235 99 | | 24,862 37 29,530 21 |
| 2,087 13 | 733 93 | 762 85 | 144 59 | 721 12 | 485 97 | | 4,667 94 |
| 621 16 737 13 | 738 67 1,007 89 | 585 14 748 73 | 385 89 785 09 | 509 21 753 02 | 456 47 566 33 | 15 00 | 4,037 71 5,180 15 |
| 115 97 | 269 22 | 163 59 | 399 20 | 243 81 | 109 86 | 15 00 | 1,142 44 |
| 354 54 391 42 | 451 35 502 73 | 444 98 582 99 | 393 95 364 09 | 338 71 392 02 | 266 37 330 04 | 182 16 276 80 | 3,034 14 3,301 34 |
| 36 88 | 51 38 | 138 01 | 29 86 | 53 31 | 63 67 | 94 64 | 267 20 |
| 205 56 227 76 | 284 68 294 38 | 289 35 316 53 | 207 26 253 77 | 172 39 203 90 | 106 23 85 80 | 5 00 | 1,370 48 1,533 07 |
| 22 20 | 9 70 | 27 18 | 46 51 | 31 51 | 20 43 | 5 00 | 162 59 |
| 110 68 120 90 | 182 59 219 09 | 202 58 254 81 | 168 46 147 43 | 162 64 185 85 | 101 51 77 25 | 7 23 | 1,070 80 1,134 98 |
| 10 22 | 36 50 | 52 23 | 21 03 | 23 21 | 24 26 | 7 23 | 64 18 |
| 50 | | | | | | | 50 00 |
| 50 | | | | | | | 50 00 |
| 25,012 66 | 19,479 80 | 18,264 33 | 12,049 39 | 15,488 14 | 3,370 34 | 1,061 64 | 105,518 93 |

Total revenue for 1902 \$227,577 93
 " " 1903 333,096 86

RICHARD DEVLIN, *Compiler of Canal Statistics.*

4-5 EDWARD VII., A. 1905

APPENDIX A.
No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|---------------------------------------|--------|---------|---------|-------------|----------------------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| Ashes, pot and pearl. | | | | | | 14 | | 14 | 14 | \$ cta. 2 80 | \$ cta. 2 80 | |
| Apples. | | | | | | | | | | | | |
| Agricultural products not enumerated, vegetables. | | | | | | | | | 1 | | 0 20 | 0 20 |
| Agricultural products not enumerated, animal. | | | | | | | 1 | | 1 | 0 15 | | 0 15 |
| Agricultural implements. | | | | | | 46 | | 46 | 46 | 9 20 | | 9 20 |
| Barley. | | | | | | 11,433 | | 14,656 | 14,656 | 1,465 60 | | 1,465 60 |
| Bricks. | 200 | 3,223 | | | | | 200 | 14,656 | 200 | 23 68 | | 23 68 |
| Bones. | | | | | | | | | | | | |
| Brimstone. | | | | | | | | | | | | |
| Buckwheat. | | | | | | | | | | | | |
| Cement and water lime. | 1 | | | | | | 1 | | 1 | 0 15 | | 0 15 |
| Clay, lime and sand. | 325 | 460 | | | | | 336 | 2,027 | 2,363 | 19 00 | 149 03 | 168 03 |
| Coal. | 3 | | | | | | 117,875 | 30,009 | 147,884 | 23,575 00 | 6,001 80 | 29,576 80 |
| Corn. | | | | | | | | 210,758 | 210,758 | | 21,075 80 | 21,075 80 |
| Cattle. | | | | | | | | | | | | |
| Cotton (raw). | | | | | | | 159 | | 159 | 23 85 | | 23 85 |
| Crockery and earthenware. | 96 | | | | | | | | | | | |
| Dye wood and dye stuffs. | | | | | | | | | | | | |
| Fish. | | | | | | | 36 | | 36 | 5 40 | | 5 40 |
| Flax and hemp. | | | | | | | 1,900 | 5 | 1,905 | 285 00 | 0 50 | 285 50 |
| Flour. | 21 | 3,935 | | | | | 21 | 25,977 | 25,998 | 0 40 | 4,540 23 | 4,540 63 |
| Furniture. | | | | | | | | 13 | 13 | | 2 60 | 2 60 |
| Gypsum. | | | | | | | | | | | | |
| Glass (all kinds). | 20 | | | | | | 40 | 15 | 55 | 6 00 | 3 00 | 9 00 |
| Hay (pressed). | | | | | | | | | | | | |
| Hops. | | | | | | | | | | | | |
| Horses. | | | | | | | | | | | | |
| Hides and skins, horns and hoofs. | | | | | | | | 2 | 2 | | 0 40 | 0 40 |
| Ice. | | | | | | | 1,080 | | 1,080 | 33 13 | | 33 13 |
| Iron, railway. | 14 | 15 | | | | | 473 | 15 | 488 | 70 96 | 3 00 | 73 96 |

SESSIONAL PAPER No. 20[illegible]

4-5 EDWARD VII., A. 1905

No. (A) I.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | | Amount of Tolls, Down. | Total Amount of Tolls. |
|--------------------------------------------------------------------|----------------------------------|---------|--------------------------------------------|--------|---------------------------------------|---------|---------|---------|-------------|----------------------|-----------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | \$ cts. | \$ cts. | | \$ cts. |
| Hoops | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | |
| Lumber, sawn, in vessels. | | | | | | | 3 | | | | | | |
| " rafts | | | | | | | 3,749 | 81,843 | 85,592 | 674 53 | | 14,578 62 | 15,253 15 |
| Masts, spars and telegraph poles, in vessels. | 3 | | | | | | 3 | | 3 | 0 45 | | | 0 45 |
| " rafts | | | | | | | | 7 | 7 | | | 0 50 | 0 50 |
| Railway ties, in vessels | 688 | | | | | | 688 | | 688 | | | | |
| Saw logs | | | | | | | | | | | | | |
| Staves and headings, barrel | 424 | 1,144 | | | | | 567 | 1,144 | 1,711 | 85 00 | | | 85 00 |
| " pipe | | | | | | | | | | | | | |
| " W. India | | | | | | | | | | 21 00 | | 61 62 | 82 62 |
| Staves, salt barrel. | | | | | | | | | | | | | |
| Shingles | | | | | | | | | | | | | |
| Split posts and fence rails, in vessels. | | 54 | | | | | | 54 | | | | 38 46 | 38 46 |
| Timber, square, in vessels | | | | | | | | | | | | | |
| " rafts | | | | | | | | | | | | | |
| " rafts | | 2,520 | | | | | | 26,324 | 26,324 | | | 3,948 60 | 3,948 60 |
| Traverses | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured. | | | | | | | | | | | | | |
| Total freight heretofore paying tolls, now free | 9,938 | 189,652 | 5,506 | 30,350 | 149,151 | 227,074 | 169,391 | 731,978 | 901,369 | 30,742 50 | 89,064 75 | | 119,807 25 |
| Articles having paid full tolls on the St. Lawrence Canals, free:— | | | | | | | | | | | | | |
| Bricks | 26 | | 54 | | | | 80 | | 80 | | | | |
| Brimstone | 3 | | 20 | | | | 23 | | 23 | | | | |
| Cement and water lime. | 3,809 | | 115 | | | | 3,924 | | 3,924 | | | | |
| Clay, lime and sand | 177 | | 4 | | 300 | | 181 | 300 | 481 | | | | |
| Coal | | | | | 401 | | | 401 | 401 | | | | |
| Fish | | | 8 | | | | 8 | | 8 | | | | |
| Iron, railway | 39,641 | | | | | | 39,641 | | 39,641 | | | | |
| " pig | 105 | | 168 | | | | 273 | | 273 | | | | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

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No. (A) 2.—GENERAL STATEMENT showing the Quantity of each through Article transported on the Welland Canal, &c.—Continued

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Totals. | | Total of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|-------------------------------------------------------------------|----------------------------------|---------|---------------------------------------|--------|--------------------------------------------|---------|---------------------------------------|---------|---------|---------|---------------------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | |
| Fire wood, in rafts. | | | | | | | | | | | \$ cts. | \$ cts. | \$ cts. |
| Hoops. | | | | | | | | | | | | | |
| Hop poles. | | | | | | | | | | | | | |
| Lumber, sawn, in vessels. | | | | | | | | | | | | | |
| " " in rafts. | | | | | | | | | | | | | |
| Masts, spars and telegraph poles, in vessels. | | | | | | | | | | | | | |
| Masts, spars and telegraph poles in rafts. | | | | | | | | | | | | | |
| Railway ties, in vessels. | | | | | | | | | | | | | |
| " " in rafts. | | | | | | | | | | | | | |
| Saw logs. | | | | | | | | | | | | | |
| Staves and heading, barrel. | | | | | | | | | | | | | |
| " " pipe. | | | | | | | | | | | | | |
| " " W. India. | | | | | | | | | | | | | |
| Staves, salt barrel. | | | | | | | | | | | | | |
| Shingles. | | | | | | | | | | | | | |
| Split posts and fence rails, in vessels. | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts. | | | | | | | | | | | | | |
| Timber, square, in vessels. | | | | | | | | | | | | | |
| " " in rafts. | | | | | | | | | | | | | |
| Traverses. | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured. | | | | | | | | | | | | | |
| Total freight paying tolls. | 5,293 | 175,418 | 4,283 | 30,125 | 149,151 | 221,074 | 4,796 | 288,978 | 163,523 | 715,506 | 30,538 13 | 87,807 52 | 118,345 65 |
| Articles having paid full tolls on the St. Lawrence Canal, free:— | | | | | | | | | | | | | |
| Bricks. | 26 | | 54 | | | | | | 80 | | | | 80 |
| Brimstone. | 8 | | 20 | | | | | | 23 | | | | 23 |
| Cement and water lime. | 3,909 | | 115 | | | | | | 3,924 | | | | 3,924 |

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| | | | | | | | |
|------------------------------------------------|--------|------------------------|---------|------------|-----------|-----------|------------|
| Clay, lime and sand | 177 | 4 | 181 | 181 | 181 | 181 | 181 |
| Fish | 38,641 | 8 | 38,641 | 38,641 | 38,641 | 38,641 | 38,641 |
| Iron, railway | 105 | 168 | 273 | 273 | 273 | 273 | 273 |
| " pig | 3,791 | 2,064 | 5,845 | 5,845 | 5,845 | 5,845 | 5,845 |
| " all other | 332 | | 332 | 332 | 332 | 332 | 332 |
| Steel | 87 | | 87 | 87 | 87 | 87 | 87 |
| Salt | 23 | | 23 | 23 | 23 | 23 | 23 |
| Cotton, raw | 17 | | 17 | 17 | 17 | 17 | 17 |
| Meals, all kinds | 106 | 219 | 325 | 325 | 325 | 325 | 325 |
| Seeds, all other | 2 | | 2 | 2 | 2 | 2 | 2 |
| Tobacco, raw | | 6 | 6 | 6 | 6 | 6 | 6 |
| Hides and skins | | 1 | 1 | 1 | 1 | 1 | 1 |
| Meats, other than pork | | 1 | 1 | 1 | 1 | 1 | 1 |
| Ashes, pot and pearl | | 2 | 2 | 2 | 2 | 2 | 2 |
| Crockery and earthen-ware | 32 | | 32 | 32 | 32 | 32 | 32 |
| Furniture | 1 | | 1 | 1 | 1 | 1 | 1 |
| Glass, all kinds | 169 | 1,038 | 1,207 | 1,207 | 1,207 | 1,207 | 1,207 |
| Molasses | 5 | 1 | 6 | 6 | 6 | 6 | 6 |
| Nails | 2,694 | 184 | 2,878 | 2,878 | 2,878 | 2,878 | 2,878 |
| Oils | 7 | 9 | 16 | 16 | 16 | 16 | 16 |
| Paint | 153 | 5 | 158 | 158 | 158 | 158 | 158 |
| Pitch and tar | 41 | 17 | 58 | 58 | 58 | 58 | 58 |
| Rags | 11 | 18 | 29 | 29 | 29 | 29 | 29 |
| Resin | 1 | | 1 | 1 | 1 | 1 | 1 |
| Soda, ash | 43 | 221 | 264 | 264 | 264 | 264 | 264 |
| Sugar | 68 | 136 | 204 | 204 | 204 | 204 | 204 |
| Tin | 28 | 181 | 209 | 209 | 209 | 209 | 209 |
| Turpentine | 1 | | 1 | 1 | 1 | 1 | 1 |
| White lead | 52 | 28 | 80 | 80 | 80 | 80 | 80 |
| Whiting | 12 | 10 | 22 | 22 | 22 | 22 | 22 |
| Whisky, &c. | 99 | 353 | 452 | 452 | 452 | 452 | 452 |
| All other goods and merchandise not enumerated | 2,906 | 768 | 3,674 | 3,674 | 3,674 | 3,674 | 3,674 |
| Firewood, in vessels | | 40,026 | 40,026 | 40,026 | 40,026 | 40,026 | 40,026 |
| Railway ties, in vessels | | 611 | 611 | 611 | 611 | 611 | 611 |
| Grand total through freight | 59,735 | 175,418 | 264,222 | 264,222 | 264,222 | 264,222 | 264,222 |
| | | 30,125 | 149,151 | 221,074 | 4,796 | 288,978 | 715,596 |
| | | Total tolls on vessels | | | | | |
| | | " | " | passengers | | | |
| | | " | " | Free goods | | | |
| | | Total through tolls | | | | | |
| | | | | | 8,122 35 | 8,167 81 | 6,1290 61 |
| | | | | | 67 76 | 77 15 | 144 90 |
| | | | | | 11,776 46 | | |
| | | | | | 38,728 23 | 96,052 48 | 134,780 71 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

APPENDIX A—Continued.

No. (A) 3.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls heretofore collected, now free, during the season of Navigation in 1903.

[illegible]

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No. (A) 3—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls Up. | Amount of Tolls Down. | Total Amount of Tolls. |
|-----------------------------------------------|----------------------------------|--------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|-------|--------|-------------|---------------------|-----------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| Barrels empty | | | | | | | | | | | | \$ cts. | \$ cts. | \$ cts. |
| Boat knees | | | | | | | | | | | | | | |
| Floats | | | | | | | | | | | | | | |
| Firewood, in vessels. | | 3,261 | | | | 225 | | | | 3,486 | 3,486 | | 164 30 | 164 39 |
| " rafts. | | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels. | | 2,194 | | | | | | | | 2,194 | 2,194 | | 246 71 | 246 71 |
| " rafts | 3 | | | | | | | | 3 | | 3 | 0 45 | | 0 45 |
| Masts, spars and telegraph poles, in vessels. | | | | | | | | | | | | | 0 50 | 0 50 |
| Masts, spars and telegraph poles, in rafts | | | | | | | | | | | | | | |
| Railway ties, in vessels. | 313 | | | | | | | | 313 | | 313 | 25 00 | | 25 00 |
| " rafts | | | | | | | | | | | | | | |
| Saw logs | 424 | 1,144 | | 143 | | | | | 567 | 1,144 | 1,711 | 21 00 | 61 02 | 82 02 |
| Staves and headings, barrel | | | | | | | | | | | | | | |
| " pipe | | | | | | | | | | | | | | |
| " W. India | | | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | | | |
| Shingles | | | | | | | | | | | | | | |
| Split posts and fence rails, in vessels | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts | | | | | | | | | | | | | | |
| Timber, square, in vessels. | | | | | | | | | | | | | | |
| " rafts. | | | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | | | | | | | | | | | | | | |
| Total freight paying tolls. | 4,645 | 14,234 | | 1,223 | | 225 | | 1,924 | 5,438 | 16,863 | 22,261 | 204 37 | 1,267 23 | 1,461 00 |

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APPENDIX A—Continued.

No. (A) 4.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | | Amount of Tolls, Down. | Total Amount of Tolls. |
|---------------------------------------|----------------------------------|---------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|----|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | cts. | \$ | cts. | \$ |
| Ashes, pot and pearl..... | 163 | 12 | | | | | | | 165 | 12 | 177 | 42 59 | | 2 40 | 44 99 |
| Apples..... | 57 | 7,870 | | | 65 | | | | 122 | 7,870 | 7,992 | 7 86 | | 1,092 99 | 1,100 85 |
| Agricultural products not enumerated— | | | | | | | | | | | | | | | |
| Vegetable..... | | | | | | | | | | | | | | | |
| Animal..... | 218 | 2,141 | | | | | | | 218 | 2,141 | 2,359 | 25 51 | | 317 85 | 343 36 |
| Agricultural implements..... | 1,857 | 3,375 | | | | | | | 1,859 | 3,375 | 5,234 | 80 52 | | 490 89 | 541 41 |
| Barley..... | 115 | 68 | | | 2 | | | | 116 | 68 | 183 | 14 75 | | 4 55 | 19 30 |
| Bricks..... | 7,997 | 7,095 | | | | | | | 7,995 | 7,095 | 7,095 | | | 555 75 | 555 75 |
| Bones..... | | 64 | 184 | | | | 126 | | 8,307 | 64 | 2,371 | 497 81 | | 2 42 | 500 23 |
| Bone..... | | 394 | | | | | | | | 394 | 304 | | | 52 72 | 52 72 |
| Brimstone..... | 1,966 | 17 | 31 | | | | | | 1,997 | 17 | 2,014 | 202 86 | | 1 21 | 204 09 |
| Buckwheat..... | 802 | | | | | | | | 802 | | 802 | | | 56 69 | 56 69 |
| Cement and water lime..... | 8,140 | 422 | 467 | | | | | | 8,607 | 422 | 9,029 | 1,129 59 | | 17 21 | 1,146 80 |
| Clay, lime and sand..... | 22,218 | 28,122 | 4 | | | | 3,513 | | 25,735 | 28,122 | 53,867 | 1,045 51 | | 1,318 89 | 2,364 40 |
| Coal..... | 55 | 78,007 | | | | | 4,784 | | 56 | 316,368 | 316,423 | 6 19 | | 44,967 39 | 44,973 49 |
| Corn..... | 4,157 | 115,674 | | | | | | | 4,157 | 121,544 | 125,701 | 508 69 | | 3,498 69 | 4,007 38 |
| Cattle..... | 59 | 364 | | | | | 5,870 | | 59 | 364 | 423 | 2 63 | | 25 82 | 26 45 |
| Cotton (raw)..... | 23 | 2 | | | | | | | 23 | 2 | 25 | 0 13 | | 3 58 | 3 58 |
| Crockery and earthenware..... | 242 | 188 | | | | | | | 242 | 188 | 430 | 41 81 | | 36 85 | 78 66 |
| Dye wood and dye stuffs..... | 48 | 14 | | | | | 6 | | 54 | 14 | 68 | 6 34 | | 2 40 | 7 74 |
| Fish..... | 122 | 8 | 15 | | | | | | 137 | 8 | 145 | 14 06 | | 0 82 | 14 38 |
| Flax and hemp..... | 43 | 6 | 34 | | | | | | 77 | 6 | 83 | 11 55 | | 0 90 | 12 45 |
| Flour..... | 1,523 | 16,239 | | | | | | | 1,523 | 16,239 | 17,762 | 111 71 | | 1,246 87 | 1,358 58 |
| Furniture..... | 513 | 1,443 | 10 | | | | | | 523 | 1,443 | 1,966 | 89 91 | | 229 15 | 319 06 |
| Gypsum..... | 1,123 | | | | | | | | 1,123 | | 1,123 | 14 11 | | | 14 11 |
| Glass (all kinds)..... | 1,349 | 165 | 1,325 | | | | | | 2,674 | 165 | 2,839 | 527 19 | | 27 30 | 554 48 |
| Hay (pressed)..... | 5,055 | 2,379 | | | | | | | 5,055 | 2,379 | 7,434 | 189 87 | | 157 13 | 347 00 |
| Hops..... | 12 | 17 | | | | | | | 12 | 17 | 29 | 0 48 | | 0 96 | 1 44 |
| Horses..... | 405 | 801 | | | 11 | | | | 416 | 801 | 1,217 | 20 11 | | 49 88 | 69 99 |

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| | 30 | 43 | | | | | | 43 | 73 | 2 71 | 2 10 | 4 81 |
|-------------------------------------------------------|--------|---------|-------|-------|-----|-------|----|---------|----------|----------|----------|----------|
| Hides and skins, horns and hoofs..... | | | | | | | | | | | | |
| Ice..... | 43,009 | 468 | | | | | | 43,477 | 6,435 81 | | 41 86 | 6,477 67 |
| Iron, railway..... | 3,462 | | | | | | | 4,436 | 583 79 | | | 583 79 |
| " pig..... | 32,197 | 1,637 | 302 | 672 | | | | 36,116 | 2,708 43 | | 148 14 | 2,906 57 |
| " all other..... | | | 2,097 | | | | | | | | | |
| " ore..... | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron..... | | 464 | | | | | | 464 | | | | 23 20 |
| Lard and lard oil..... | 89 | 416 | | | | | | 506 | | 10 99 | 58 13 | 69 17 |
| Meal, all kinds..... | 108 | 475 | | | 12 | | | 596 | 10 91 | 4 88 | 32 04 | 42 96 |
| Meats, other than pork..... | 46 | 44 | 45 | | | | | 89 | 4 88 | 0 30 | 0 40 | 9 48 |
| Marble..... | 5 | 2 | | | | | | 7 | 12 37 | 2 40 | 0 70 | 0 70 |
| Manilla..... | 36 | 12 | 29 | | | | | 77 | 12 37 | 2 40 | 14 77 | 14 77 |
| Molasses..... | 400 | 134 | 2 | | | | | 660 | 65 36 | 6 70 | 72 06 | 72 06 |
| Nails..... | 4,310 | 607 | 131 | | | | | 5,041 | 870 69 | 42 80 | 913 49 | 913 49 |
| Oats..... | 93 | 16,939 | | | | | | 17,042 | 4 83 | 1,027 53 | 1,032 36 | 1,032 36 |
| Oil (in barrels)..... | 925 | 1,424 | 125 | 6 | | | | 2,410 | 187 96 | 228 80 | 416 80 | 416 80 |
| Oil cake..... | 16 | 9,425 | | | | | | 9,441 | 1 57 | 472 03 | 473 60 | 473 60 |
| Pease..... | 9 | 1,837 | | | | | | 1,846 | 0 68 | 104 17 | 104 85 | 104 85 |
| Potatoes..... | 70 | 78 | | | | | | 148 | 3 71 | 6 04 | 9 75 | 9 75 |
| Pork..... | 295 | 588 | | | | | | 883 | 26 89 | 88 70 | 65 59 | 65 59 |
| Paint..... | 1,054 | 348 | 36 | 81 | | | | 1,619 | 215 10 | 57 60 | 273 70 | 273 70 |
| Pitch and tar..... | 256 | 32 | 39 | 147 | | | | 474 | 54 57 | 2 86 | 57 52 | 57 52 |
| Rags..... | 385 | 78 | 33 | 141 | | | | 637 | 62 40 | 12 00 | 74 40 | 74 40 |
| Rye..... | | 8,072 | | | | | | 8,693 | | 362 04 | 362 04 | 362 04 |
| Flax seed..... | 12 | 6,747 | | | | | | 6,759 | 1 36 | 168 70 | 170 06 | 170 06 |
| Resin..... | 392 | 21 | 2 | 1,606 | | | | 1,931 | 105 29 | 1 05 | 106 34 | 106 34 |
| Salt..... | 4,528 | 543 | | 336 | | | | 5,407 | 534 52 | 26 24 | 560 76 | 560 76 |
| Stone intended for cutting..... | 17 | 155 | | | | | | 172 | 1 51 | 5 62 | 7 33 | 7 33 |
| " wrought..... | 80 | 3 | | | | | | 83 | 5 12 | 0 60 | 6 72 | 6 72 |
| " not suitable for cutting, unwrought..... | | 9,867 | | | | | | 9,867 | | 201 15 | 201 15 | 201 15 |
| Seeds, all kinds..... | 6,004 | 98 | 209 | | | | | 6,311 | 293 24 | 10 50 | 303 74 | 303 74 |
| Sheep..... | 23 | 78 | | | | | | 101 | 0 96 | 5 96 | 6 92 | 6 92 |
| Soda ash..... | 703 | 7 | 658 | | | | | 1,368 | 270 68 | 0 66 | 271 33 | 271 33 |
| Steel..... | 5,716 | 38 | 33 | | | | | 5,749 | 408 51 | 5 48 | 408 99 | 408 99 |
| Sugar..... | 2,210 | 321 | 227 | 56 | | | | 2,814 | 448 59 | 23 95 | 477 54 | 477 54 |
| Spirits, beer, &c..... | 1,560 | 563 | 332 | | | | | 2,474 | 273 12 | 89 10 | 362 22 | 362 22 |
| Tobacco (raw)..... | 37 | 7 | | | | | | 44 | 4 88 | 0 39 | 5 27 | 5 27 |
| Tallow..... | | 2 | | | | | | 2 | | 0 30 | 0 30 | 0 30 |
| Tin..... | 527 | 56 | 278 | | | | | 861 | 160 50 | 10 90 | 161 40 | 161 40 |
| Turpentine..... | 29 | 2 | | 42 | | | | 73 | 7 44 | 0 10 | 7 54 | 7 54 |
| Wheat..... | 483 | 201,952 | | | | | | 204,363 | 54 23 | 6,864 68 | 6,918 91 | 6,918 91 |
| White lead..... | 266 | 34 | 55 | | | | | 355 | 60 75 | 5 45 | 66 20 | 66 20 |
| Whiting..... | 530 | 1 | 304 | | | | | 835 | 166 50 | 0 06 | 166 55 | 166 55 |
| Wool..... | 5 | | 15 | | | | | 20 | 2 86 | | 2 86 | 2 86 |
| All other goods and merchandise, not enumerated..... | | | | | | | | | | | | |
| Bark..... | 17,398 | 10,533 | 1,547 | 247 | 810 | 2,733 | 92 | 33,360 | 3,259 86 | 1,633 75 | 4,883 61 | 4,883 61 |

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No. (A) 4.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, &c.—Concluded.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | | Amount of tolls, Down. | Total Amount of Tolls. |
|----------------------------------------------------|----------------------------------|---------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|---------|---------|---------|-------------|----------------------|-----------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | \$ cts. | \$ cts. | \$ cts. | |
| Barrels, empty..... | 1,269 | 70 | | | | | | | 1,269 | 70 | 1,339 | 156 12 | 5 49 | | 161 61 |
| Boat knees..... | | | | | | | | | | | | | | | |
| Flots..... | 12,540 | 2,302 | 106,616 | | | | | | 118,155 | 2,302 | 120,457 | 7,501 70 | 59 34 | | 7,561 04 |
| Firewood, in vessels..... | | | | | | | | | | | | | | | |
| " rafts..... | | | | | | | | | | | | | | | |
| Hoops..... | | | | | | | | | | | | | | | |
| Hop poles..... | 2 | | | | | | | | 2 | | 2 | 0 10 | | | 0 10 |
| Lumber sawn, in vessels..... | 33,384 | 8,543 | 415 | | 67 | | 278 | | 34,077 | 8,610 | 42,687 | 955 51 | 284 58 | | 1,240 09 |
| " rafts..... | | 1,156 | | | | | | | | 1,156 | 1,156 | | 36 23 | | 36 23 |
| Masts, spars, and telegraph poles, in vessels..... | | | | | | | | | | | | | | | |
| Masts, spars, and telegraph poles, in rafts..... | | | | | | | | | | | | | | | |
| Railway ties, in vessels..... | | | | | | | | | | | | | | | |
| " rafts..... | | | 611 | | | | | | 611 | | 611 | 48 88 | | | 48 88 |
| Sawlogs..... | | | | | | | | | | | | | | | |
| Staves and headings, barrel..... | | 81 | | | | | | | | 81 | | | 14 42 | | 14 42 |
| " pipe..... | | | | | | | | | | | | | | | |
| " West India..... | | | | | | | | | | | | | | | |
| Staves, salt barrel..... | | | | | | | | | | | | | | | |
| Shingles..... | 4 | 70 | | | | | | | 4 | 70 | 74 | 0 75 | 14 53 | | 15 28 |
| Split posts and fence rails, in vessels..... | | 10 | | | | | | | | 10 | 10 | | 1 00 | | 1 00 |
| Split posts and fence rails, in rafts..... | | | | | | | | | | | | | | | |
| Timber, square, in vessels..... | | 200 | | | | | 680 | | | 860 | | | | 35 50 | 35 50 |
| " rafts..... | | 3,117 | 2,240 | | | | | | 2,240 | 3,117 | 5,357 | 56 00 | 79 26 | | 135 26 |
| Traverses..... | | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured..... | 40 | 5 | | | | | | | 40 | 5 | 45 | 15 20 | 1 00 | | 16 20 |
| Total, freight paying tolls..... | 231,923 | 575,412 | 117,407 | | 338 | 5,661 | 9,467 | 242,952 | 359,585 | 825,025 | 1,183,560 | 30,667 21 | 66,954 71 | | 97,621 92 |

| <i>Articles having passed down the full length of Welland Canal (Per.)</i> | | | | | | | | | |
|----------------------------------------------------------------------------|---------|---------|---------|---------|--------|--------|---------|---------|-----------|
| Agricultural implements | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Ashes | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Barley | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Corn | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Flax-seed | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Flour | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Furniture | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Glass | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Iron (all other) | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Meal | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Merchandise | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Molasses | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Nails | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Oats | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Oil cake | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Oils | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Paint | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Pease | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Rags | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Resin | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Rye | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Salt | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Tallow | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Wheat | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Whisky | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Coal, free per O. C. | 58 | 2 | 2,206 | 123,694 | 3,643 | 16,151 | 3 | 15 | 2,542 |
| Grand total, freight | 322,851 | 852,190 | 117,407 | 338 | 5,661 | 18,001 | 364,758 | 458,597 | 1,222,609 |
| Total tolls on vessels | | | | | | | | | |
| " " passengers | 10,998 | 15 | 9,306 | 78 | 20,304 | 93 | 5,262 | 62 | 123,189 |
| " " free goods | 1,795 | 59 | 3,467 | 03 | 5,262 | 62 | 123,189 | 47 | 70 |
| Total, tolls | 43,460 | 95 | 78,728 | 52 | 2,873 | 11 | 4,814 | 98 | 130,447 |
| Fines | | | | | | | | | |
| * Damages | | | | | | | | | |
| Wharfage and storage | | | | | | | | | |
| Other receipts | | | | | | | | | |
| Total revenue, exclusive of hydraulic rents | | | | | | | | | |

* Amount of damages not included in above, \$983.67.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX A—Continued.

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|-------------------------------------------------------|----------------------------------|--------|---------------------------------------|-------|---------------------------------------|-------|-------|---------|-------------|----------------------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| Ashes, pot and pearl | 38 | 12 | | | | | 40 | 12 | 52 | 8 00 | 2 40 | 10 40 |
| Apples | | 6,977 | | | | | | 6,977 | 6,977 | | 1,046 60 | 1,046 60 |
| Agricultural products not enumerated, vegetable | 103 | 2,068 | | | | | 105 | 2,068 | 2,173 | 15 75 | 310 20 | 325 95 |
| Agricultural products not enumerated, animal | | 3,075 | | | | | | 3,075 | 3,075 | | 461 25 | 461 25 |
| Agricultural implements | | 5,043 | | | | | | 5,043 | 5,043 | | 1 40 | 1 40 |
| Barley | 1,174 | | | | | | 1,358 | | 1,358 | 203 70 | | 203 70 |
| Bricks | | | 184 | | | | | | | | | |
| Bones | | | | | | | | | | | | |
| Brimstone | 29 | | 31 | | | | 60 | | 60 | 9 00 | | 9 00 |
| Buckwheat | | 488 | | | | | | 488 | 488 | | 48 80 | 48 80 |
| Cement and water lime | 6,033 | 5 | 467 | | | | 6,500 | 5 | 6,505 | 975 00 | 0 75 | 975 75 |
| Clay, lime and sand | 344 | 210 | 4 | | | | 348 | 210 | 558 | 52 20 | 31 50 | 83 70 |
| Coal | | 72,469 | | | 312,079 | | | 290,548 | 290,548 | | 43,555 73 | 43,555 73 |
| Corn | 2,984 | 1,868 | | | 3,353 | | 2,984 | 5,219 | 8,203 | 447 60 | 521 90 | 969 50 |
| Cattle | | | | | | | | | | | | |
| Cotton, raw | 23 | | | | | | 23 | | 23 | 3 45 | | 3 45 |
| Crockery and earthenware | 97 | 183 | | | | | 97 | 183 | 280 | 19 40 | 36 60 | 56 00 |
| Dye wood and dye stuffs | 12 | 10 | | | | | 22 | 10 | 32 | 2 40 | 2 40 | 4 80 |
| Fish | 5 | | 15 | | | | 20 | | 20 | 3 00 | | 3 00 |
| Flax and hemp | 43 | 6 | 34 | | | | 77 | 6 | 83 | 11 55 | 0 90 | 12 45 |
| Flour | 51 | 4,595 | | | | | 51 | 4,595 | 4,646 | 7 65 | 689 25 | 696 90 |
| Furniture | 303 | 1,018 | 10 | | | | 313 | 1,018 | 1,331 | 62 60 | 203 60 | 266 20 |
| Gypsum | | | | | | | | | | | | |
| Glass, all kinds | 1,118 | 121 | 1,825 | | | | 2,443 | 121 | 2,564 | 488 60 | 24 20 | 512 80 |
| Hay, pressed | | | | | | | | | | | | |
| Hogs | | | | | | | | | | | | |
| Horses | | 81 | | | | | | 81 | 81 | | 12 15 | 12 15 |

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| | 8 | 3 | | | | | 8 | 3 | 11 | 1 20 | 0 45 | 1 65 |
|-------------------------------------------------------|--------|--------|-------|--|--|--|--------|--------|--------|----------|----------|----------|
| Hides and skins, horns and hoofs..... | | | | | | | | | | | | |
| Ice..... | 42,806 | 164 | | | | | 42,806 | 164 | 42,370 | 6,420 90 | 24 60 | 6,445 50 |
| Iron, railway..... | 2,940 | 302 | | | | | 3,242 | | 3,242 | 486 30 | | 486 30 |
| " pig..... | 9,326 | 2,097 | | | | | 11,423 | 642 | 12,065 | 1,713 45 | 96 30 | 1,809 75 |
| " all other..... | | | | | | | | | | | | |
| " ore..... | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron..... | 464 | | | | | | | 464 | 464 | | 23 20 | 23 20 |
| Lard and lard oil..... | 43 | 376 | | | | | 43 | 376 | 419 | 6 45 | 56 40 | 62 85 |
| Meal, all kinds..... | 40 | 104 | | | | | 40 | 104 | 144 | 6 00 | 15 60 | 21 60 |
| Meats, other than pork..... | 13 | 19 | | | | | 13 | 19 | 32 | 1 95 | 2 85 | 4 80 |
| Marble..... | | | | | | | | | | | | |
| Manilla..... | 12 | 29 | | | | | 29 | 12 | 41 | 5 80 | 2 40 | 8 20 |
| Molasses..... | | 2 | | | | | | | | | | |
| Nails..... | 3,916 | 83 | 131 | | | | 4,047 | 83 | 4,130 | 804 40 | 0 40 | 826 00 |
| Oats..... | | 7,822 | | | | | | 7,822 | 7,822 | | 16 60 | 782 20 |
| Oil, in barrels..... | 541 | 1,020 | 125 | | | | 666 | 1,020 | 1,686 | 183 20 | 204 00 | 337 20 |
| Oil cake..... | | 8 | | | | | | 8 | | | 1 20 | 1 20 |
| Pease..... | | 929 | | | | | | 929 | 929 | | 93 65 | 93 65 |
| Potatoes..... | | 3 | | | | | | | | | 0 45 | 0 45 |
| Pork..... | | 88 | | | | | | 88 | 88 | | 13 20 | 13 20 |
| Paint..... | 910 | 262 | 36 | | | | 946 | 262 | 1,206 | 189 20 | 52 40 | 241 60 |
| Pitch and tar..... | 183 | 9 | 39 | | | | 172 | 9 | 181 | 34 40 | 1 80 | 36 20 |
| Rags..... | 89 | 47 | 33 | | | | 122 | 47 | 169 | 24 40 | 9 40 | 33 80 |
| Rye..... | | 1,706 | | | | | | 2,329 | 2,329 | | 232 90 | 232 90 |
| Flax seed..... | 6 | | | | | | 6 | | 6 | 0 90 | | 0 90 |
| Resin..... | 61 | | 2 | | | | 63 | | 63 | 12 60 | | 12 60 |
| Salt..... | 1,686 | 50 | | | | | 1,686 | 50 | 1,716 | 249 90 | 7 50 | 267 40 |
| Stone intended for cutting..... | | | | | | | | | | | | |
| " wrought..... | 4 | 3 | | | | | | 3 | 7 | 0 80 | 0 60 | 1 40 |
| " not suitable for cutting, unwrought..... | | | | | | | | | | | | |
| Seeds, all kinds..... | 314 | 64 | 209 | | | | 623 | 64 | 681 | 78 45 | 5 10 | 87 15 |
| Sheep..... | | 58 | | | | | | 58 | | | 8 70 | |
| Soda ash..... | 671 | 2 | 658 | | | | 1,329 | 2 | 1,331 | 265 80 | 0 40 | 266 20 |
| Steel..... | 1,577 | 29 | 33 | | | | 1,610 | 29 | 1,639 | 241 50 | 4 35 | 245 85 |
| Sugar..... | 1,521 | 82 | 227 | | | | 1,748 | 82 | 1,830 | 349 60 | 16 40 | 366 00 |
| Spirits, beer, &c..... | 278 | 365 | 332 | | | | 610 | 364 | 994 | 122 00 | 76 80 | 198 80 |
| Tobacco, raw..... | 24 | 1 | | | | | 24 | 1 | 25 | 3 60 | 0 15 | 3 75 |
| Tallow..... | | 2 | | | | | | 2 | | | 0 30 | 0 30 |
| Tin..... | 369 | 49 | 278 | | | | 647 | 49 | 696 | 159 40 | 9 80 | 139 20 |
| Turpentine..... | 1 | | | | | | 1 | | | 0 20 | | 0 20 |
| Wheat..... | 240 | 21,637 | | | | | 240 | 23,565 | 23,806 | 36 00 | 2,365 50 | 2,392 50 |
| White lead..... | 115 | 16 | 55 | | | | 170 | 16 | 186 | 34 00 | 3 20 | 37 20 |
| Whiting..... | 509 | | 304 | | | | 813 | | 813 | 162 60 | | 162 60 |
| Wool..... | 3 | | 15 | | | | 18 | | 18 | 2 70 | | 2 70 |
| All other goods and merchandise* not enumerated. | 10,148 | 6,425 | 1,589 | | | | 11,667 | 6,503 | 18,190 | 2,337 00 | 1,300 60 | 3,637 60 |
| Bark..... | | | | | | | | | | | | |

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No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canal, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to Canadian Ports. | | From United States to United States Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|----------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|---------------------------------------|-------|--------------------------------------------|-------|---------|-------|-------------|----------------------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| Barrels, empty..... | 541 | 3 | | | | | | | 541 | 3 | 544 | \$ cts. 107 40 | \$ cts. 52 | \$ cts. 107 92 |
| Boat knees..... | | | | | | | | | | | | | | |
| Floats..... | 5,034 | | | | | | | | 110,649 | | 110,649 | 7,376 60 | | 7,376 60 |
| Firewood, in vessels..... | | | | | | | | | | | | | | |
| " " rafts..... | | | | | | | | | | | | | | |
| Hoop poles..... | | | | | | | | | | | | | | |
| Hop poles..... | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels..... | 7 | | | | | | | | 422 | | 422 | 37 95 | | 37 95 |
| " " rafts..... | | | | | | | | | | | | | | |
| Masts, spars, and telegraph poles, in vessels..... | | | | | | | | | | | | | | |
| Masts, spars, and telegraph poles, in rafts..... | | | | | | | | | | | | | | |
| Railway ties, in vessels..... | | | | | | | | | | | | | | |
| " " rafts..... | | | | | | | | | 611 | | 611 | 48 88 | | 48 88 |
| Saw logs..... | | | | | | | | | | | | | | |
| Staves and headings, barrel pipe..... | | 70 | | | | | | | | 70 | 70 | 14 00 | | 14 00 |
| " " West..... | | | | | | | | | | | | | | |
| India..... | | | | | | | | | | | | | | |
| Staves, salt barrel..... | | | | | | | | | | | | | | |
| Shingles..... | | | | | | | | | | | | | | |
| Split posts and fence rails, in vessels..... | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts..... | | | | | | | | | | | | | | |
| Timber, square, in vessels..... | | | | | | | | | | | | | | |
| " " rafts..... | | | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured..... | 36 | | | | | | | | 36 | | 36 | 14 40 | | 14 40 |

CANAL STATISTICS

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| Total freight, ordinarily sub- ject to tolls (now exempt) | 96,249 | 140,670 | 115,159 | 224,923 | 211,408 | 385,593 | 577,001 | 23,755 23 | 52,921 45 | 76,676 68 |
|---------------------------------------------------------------------------------|--------|---------|---------|---------|---------|---------|---------|-----------|-----------|-----------|
| Articles having passed down the full length of the Wel- land Canal, free— | | | | | | | | | | |
| Agricultural implements | | | | 46 | | 46 | 46 | | | |
| Ashes | | | | 14 | | 14 | 14 | | | |
| Barley | | 2,206 | | | | 2,206 | 2,206 | | | |
| Corn | | 64,402 | | 51,621 | | 116,223 | 116,223 | | | |
| Flax seed | | 2,318 | | 1,325 | | 3,643 | 3,643 | | | |
| Flour | | 101 | | 16,050 | | 16,151 | 16,151 | | | |
| Furniture | | | | 8 | | 8 | 8 | | | |
| Glass | | | | | | 15 | 15 | | | |
| Iron, all other | | 20 | | 2,522 | | 2,542 | 2,542 | | | |
| Meal | | 348 | | | | 348 | 348 | | | |
| Merchandise | | 259 | | 823 | | 582 | 582 | | | |
| Molasses | | | | 240 | | 240 | 240 | | | |
| Nails | | | | 19 | | 19 | 19 | | | |
| Oats | | 1,646 | | 792 | | 2,438 | 2,438 | | | |
| Oil cake | | | | 462 | | 462 | 462 | | | |
| Oils | | 2,513 | | 12,106 | | 14,619 | 14,619 | | | |
| Paint | | | | 5 | | 5 | 5 | | | |
| Pease | | | | 63 | | 63 | 63 | | | |
| Rags | | | | 4 | | 4 | 4 | | | |
| Resin | | | | 20 | | 20 | 20 | | | |
| Rye | | 730 | | 3,530 | | 4,260 | 4,260 | | | |
| Salt | | | | 132 | | 132 | 132 | | | |
| Tallow | | | | 8 | | 8 | 8 | | | |
| Wheat | | 201,812 | | 24,934 | | 226,746 | 226,746 | | | |
| Whisky | | | | 2 | | 2 | 2 | | | |
| Coal, free per O.C. | | 30 | | | | | 30 | | | |
| Grand total freight | 96,279 | 417,025 | 115,159 | 339,354 | 211,438 | 756,379 | 967,817 | | | |
| Total tolls on vessels | | | | | | | | 6,567 32 | 6,718 75 | 13,286 07 |
| passengers | | | | | | | | 736 65 | 2,166 60 | 2,903 25 |
| free goods—\$41,896 '65 | | | | | | | | | | |
| Total through tolls | | | | | | | | 31,121 20 | 61,806 80 | 92,928 00 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

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APPENDIX A—Continued

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls heretofore collected, now free, during the Season of Navigation in 1903—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | | Amount of Tolls, Down. | Total Amount of Tolls. |
|--------------------------------------------------|----------------------------------|---------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|--------|---------|-------------|----------------------|------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | cts. | cts. | | |
| Ashes, pot and pearl | 125 | | | | | | | | 125 | | 125 | 34 | 59 | | 34 59 |
| Apples | 57 | 893 | | | 65 | | | | 122 | 893 | 1,015 | 7 | 86 | 46 | 54 25 |
| Agricultural products not enumerated, vegetables | 113 | 73 | | | | | | | 113 | 73 | 186 | 9 | 76 | 7 | 17 41 |
| Agricultural products not enumerated, animal | 1,857 | 300 | | | 2 | | | | 1,859 | 300 | 2,159 | 80 | 52 | 19 | 100 16 |
| Agricultural implements | 115 | 61 | | | | | | | 115 | 61 | 176 | 14 | 75 | 3 | 17 90 |
| Barley | | 2,052 | | | | | | | | 2,052 | 2,052 | | | 51 | 45 |
| Bricks | 6,823 | 64 | | | | | 126 | | 6,949 | 64 | 7,013 | 294 | 11 | 2 | 296 53 |
| Bones | | 394 | | | | | | | | 394 | 394 | | | 52 | 72 |
| Brimstone | 1,937 | 17 | | | | | | | 1,937 | 17 | 1,954 | 198 | 88 | 1 | 195 09 |
| Buckwheat | | 314 | | | | | | | | 314 | 314 | | | 7 | 89 |
| Cement and water lime | 2,107 | 417 | | | | | | | 2,107 | 417 | 2,524 | 154 | 59 | 16 | 171 05 |
| Clay, lime and sand | 21,874 | 27,912 | | | | | | | 25,887 | 27,912 | 53,799 | 983 | 31 | 1,287 | 2,280 70 |
| Coal | 55 | 5,538 | | | 4,784 | | | | 55 | 5,538 | 5,593 | 6 | 19 | 1,411 | 1,417 76 |
| Corn | 1,173 | 113,808 | | | | | | | 1,173 | 113,808 | 114,981 | 61 | 09 | 2,976 | 3,037 88 |
| Cattle | 59 | 364 | | | | | | | 59 | 364 | 423 | 2 | 63 | 25 | 28 45 |
| Cotton (raw) | | 2 | | | | | | | | 2 | 2 | | | 0 | 13 |
| Crockery and earthenware | 145 | 5 | | | | | | | 145 | 5 | 150 | 22 | 41 | 0 | 23 68 |
| Dye wood and dye stuffs | 36 | 4 | | | | | | | 42 | 4 | 46 | 2 | 94 | 0 | 3 34 |
| Fish | 117 | 8 | | | | | | | 117 | 8 | 125 | 11 | 06 | 0 | 11 38 |
| Flax and hemp | | | | | | | | | | | | | | | |
| Flour | 1,472 | 11,644 | | | | | | | 1,472 | 11,644 | 13,116 | 104 | 06 | 557 | 661 68 |
| Furniture | 210 | 425 | | | | | | | 210 | 425 | 635 | 27 | 31 | 25 | 52 86 |
| Gypsum | 1,123 | | | | | | | | 1,123 | | 1,123 | 14 | 11 | | 14 11 |
| Glass (all kinds) | 231 | 44 | | | | | | | 231 | 44 | 275 | 38 | 58 | 3 | 41 68 |
| Hay (pressed) | 5,055 | 2,379 | | | | | | | 5,055 | 2,379 | 7,434 | 189 | 87 | 157 | 347 00 |
| Hogs | 12 | 17 | | | | | | | 12 | 17 | 29 | 0 | 48 | 0 | 1 44 |
| Horse | 405 | 720 | | | 11 | | | | 416 | 720 | 1,136 | 26 | 11 | 37 | 57 84 |

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| | | | | | | | | | | | | | |
|-------------------------------------------------------|--------|---------|--|--|----|--|-------|--------|---------|---------|----------|----------|----------|
| Hides and skins, horns and hoofs..... | 22 | 40 | | | | | | 22 | 40 | 62 | 1 51 | 1 65 | 3 16 |
| Ice..... | 203 | 304 | | | | | | 203 | 304 | 507 | 14 91 | 17 26 | 32 17 |
| Iron, railway..... | 522 | | | | | | 672 | 1,194 | | 1,194 | 77 49 | | 77 49 |
| " " pig..... | 22,871 | 1,180 | | | | | | 22,871 | 1,180 | 24,051 | 1,044 98 | 51 84 | 1,066 82 |
| " " ore..... | | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron..... | 46 | 40 | | | | | | | | | | | |
| Lard and lard oil..... | 68 | 871 | | | 12 | | | 46 | 40 | 86 | 4 54 | 1 78 | 6 32 |
| Meat, all kinds..... | 32 | 25 | | | | | | 80 | 871 | 451 | 4 91 | 16 44 | 21 35 |
| Meats, other than pork..... | 5 | | | | | | | 32 | 25 | 57 | 2 93 | 1 75 | 4 68 |
| Marble..... | 36 | | | | | | | 5 | | 5 | | | 0 30 |
| Manilla..... | 400 | 134 | | | | | | 36 | | 36 | 6 57 | | 6 57 |
| Molasses..... | 394 | 524 | | | | | 124 | 524 | 134 | 658 | 64 96 | 6 70 | 71 66 |
| Nails..... | 93 | 9,117 | | | 1 | | | 394 | 524 | 918 | 61 28 | 26 20 | 87 49 |
| Oats..... | 394 | 404 | | | | | 6 | 94 | 9,117 | 9,211 | 4 83 | 245 33 | 250 16 |
| Oil (in barrels)..... | 16 | 9,417 | | | | | | 390 | 404 | 794 | 54 75 | 24 85 | 79 60 |
| Oil cake..... | 9 | 408 | | | | | | 16 | 9,417 | 9,433 | 1 57 | 470 83 | 472 40 |
| Pease..... | 70 | 75 | | | | | | 9 | 408 | 417 | 0 68 | 10 52 | 11 20 |
| Potatoes..... | 235 | 500 | | | | | | 70 | 75 | 145 | 3 71 | 5 59 | 9 30 |
| Pork..... | 144 | 86 | | | | | 81 | 235 | 500 | 795 | 26 89 | 25 50 | 52 39 |
| Paint..... | 123 | 23 | | | | | 147 | 225 | 86 | 311 | 25 90 | 5 20 | 31 10 |
| Pitch and tar..... | 296 | 31 | | | | | 141 | 270 | 23 | 293 | 20 17 | 1 15 | 21 32 |
| Rags..... | 6 | 6,747 | | | | | | 437 | 31 | 468 | 38 00 | 2 60 | 40 60 |
| Rye..... | 241 | 21 | | | | | | 6 | 6,747 | 6,364 | | 159 14 | 159 14 |
| Flax seed..... | 2,862 | 493 | | | | | 1,606 | 1,847 | 21 | 6,753 | 0 45 | 168 70 | 169 15 |
| Resin..... | 17 | 155 | | | | | 336 | 3,198 | 493 | 1,868 | 92 69 | 1 05 | 93 74 |
| Salt..... | 76 | | | | | | | 17 | 155 | 3,691 | 284 62 | 18 76 | 303 36 |
| Stone intended for cutting..... | | | | | | | | 76 | | 172 | 1 51 | 5 82 | 7 33 |
| " wrought..... | | | | | | | | | | 76 | 4 82 | | 4 32 |
| " not suitable for cutting, unwrought..... | | | | | | | | | | | | | |
| Seeds, all kinds..... | 5,690 | 40 | | | | | | 9,803 | 9,803 | 9,803 | | 196 05 | 196 05 |
| Sheep..... | 23 | 78 | | | | | | 5,690 | 40 | 5,730 | 214 79 | 1 90 | 216 59 |
| Soda ash..... | 32 | 5 | | | | | | 23 | 78 | 101 | 0 96 | 5 96 | 6 92 |
| Steel..... | 4,139 | 9 | | | | | | 32 | 5 | 37 | 4 88 | 0 25 | 5 13 |
| Sugar..... | 689 | 239 | | | | | 56 | 4,139 | 9 | 4,148 | 162 01 | 1 13 | 163 14 |
| Spirits, beer, &c..... | 1,282 | 198 | | | | | | 743 | 239 | 964 | 98 99 | 12 55 | 111 54 |
| Tobacco, raw..... | 13 | 6 | | | | | | 1,282 | 198 | 1,480 | 151 12 | 12 30 | 163 42 |
| Tallow..... | | | | | | | | 13 | 6 | 19 | 1 28 | 0 24 | 1 52 |
| Tin..... | 158 | 7 | | | | | | | | | | | |
| Turpentine..... | 28 | 2 | | | | | 42 | 168 | 7 | 165 | 21 10 | 1 10 | 22 20 |
| Wheat..... | 243 | 180,315 | | | | | | 70 | 2 | 72 | 7 23 | 0 10 | 7 34 |
| White lead..... | 151 | 18 | | | | | | 243 | 180,315 | 180,558 | 18 23 | 4,508 18 | 4,526 41 |
| Whiting..... | 21 | 1 | | | | | | 151 | 18 | 169 | 26 75 | 2 25 | 29 00 |
| Wool..... | 2 | | | | | | | 21 | 1 | 22 | 3 90 | 0 05 | 3 95 |
| All other goods and merchandise not enumerated..... | 7,250 | 4,108 | | | 8 | | | 2 | | 2 | 0 15 | | 0 15 |
| Bark..... | | | | | | | | 10,238 | 4,932 | 15,170 | 922 86 | 333 15 | 1,256 01 |

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No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|--------|-------|-------------|----------------------|------------------------|------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | \$ cts. | \$ cts. | \$ cts. |
| Barrels empty..... | 728 | 67 | | | | | | | 728 | 67 | 795 | 48 72 | 4 97 | 53 69 |
| Boat knees..... | | | | | | | | | | | | | | |
| Floats..... | 7,506 | 2,302 | | | | | | | 7,506 | 2,302 | 9,808 | 125 10 | 59 34 | 184 44 |
| Firewood, in vessels..... | | | | | | | | | | | | | | |
| " rafts..... | | | | | | | | | | | | | | |
| Hoop poles..... | 2 | | | | | | | | 2 | | 2 | 0 10 | | 0 10 |
| Lumber, sawn, in vessels..... | 33,377 | 8,543 | | | 67 | | 278 | | 33,655 | 8,610 | 42,265 | 917 56 | 284 58 | 1,202 14 |
| " rafts..... | | 1,156 | | | | | | | | 1,156 | 1,156 | | 35 22 | 35 22 |
| Masts, spars and telegraph poles, in vessels..... | | | | | | | | | | | | | | |
| Masts, spars and telegraph poles, in rafts..... | | | | | | | | | | | | | | |
| Railway ties, in vessels..... | | | | | | | | | | | | | | |
| " rafts..... | | | | | | | | | | | | | | |
| Saw logs..... | | 11 | | | | | | | 11 | | 11 | | 0 42 | 0 42 |
| Staves and headings, barrel " " West India..... | | | | | | | | | | | | | | |
| Staves, salt barrel..... | | | | | | | | | | | | | | |
| Shingles..... | 4 | 70 | | | | | | | 4 | 70 | 74 | 0 75 | 14 53 | 15 28 |
| Split posts and fence rails, in vessels..... | | 10 | | | | | | | | 10 | 10 | | 1 00 | 1 00 |
| Split posts and fence rails, in rafts..... | | | | | | | | | | | | | | |
| Timber, square, in vessels..... | 2,240 | 3,117 | | | | | | | 2,240 | 3,117 | 5,357 | 56 00 | 79 38 | 135 38 |
| Traverses..... | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured..... | 4 | 5 | | | | | | | 4 | 5 | 9 | 0 80 | 1 00 | 1 80 |

SESSIONAL PAPER No. 20

| | | | | | | | | | | | | | |
|----------------------------------------------------------|---------|---------|-------|-----|-------|--------|--------|---------|---------|---------|-----------|-----------|-----------|
| Total freight heretofore paying tolls, now free... | 235,674 | 434,742 | 2,248 | 338 | 5,661 | 9,867 | 18,029 | 148,127 | 458,432 | 606,569 | 6,911 98 | 14,033 26 | 20,945 24 |
| Free articles, having paid full tolls on Welland Canal:— | | | | | | | | | | | | | |
| Corn..... | | 266 | | | | | 7,375 | | 7,641 | 7,641 | | | |
| Coal, free, per Order in Council..... | 90,898 | 157 | | | | 8,134 | | 99,032 | 157 | 99,189 | | | |
| Grand total way freight... | 326,572 | 435,165 | 2,248 | 338 | 5,661 | 18,001 | 25,404 | 247,159 | 466,230 | 713,389 | | | |
| Total tolls on vessels..... | | | | | | | | | | | | | |
| " passengers..... | | | | | | | | | | | | | |
| " free goods..... | | | | | | | | | | | | | |
| Total way tolls..... | | | | | | | | | | | | | |
| | | | | | | | | | | | 4,430 83 | 2,588 03 | 7,018 86 |
| | | | | | | | | | | | 996 94 | 1,300 43 | 2,297 37 |
| | | | | | | | | | | | 12,389 76 | 17,921 72 | 30,261 47 |

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, May 16, 1904.

RICHARD DEVLIN.
Compiler of Canal Statistics.

45 EDWARD VII., A. 1905

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue Collected, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|---------------------------------------------------|----------------------------------|---------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|---------|---------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Hop poles..... | | | | | | | | | | | | |
| Lumber, sawn, in vessels..... | 238,927 | | 38,036 | | | | | | 332,563 | | 332,563 | 23,501 60 |
| " " rafts..... | 400 | | | | | | | | 400 | | 400 | 43 00 |
| Masts, spars and telegraph poles, in vessels..... | | | | | | | | | | | | |
| " " rafts..... | | | | | | | | | | | | |
| Railway ties, in vessels..... | 139 | | | | | | | | 139 | | 139 | 12 41 |
| " " rafts..... | | | | | | | | | | | | |
| Saw logs..... | 50 | 723 | | | | | | | 50 | 723 | 773 | 17 00 |
| Staves and headings, barrel..... | | | | | | | | | | | | |
| " " pipe..... | | | | | | | | | | | | |
| " " West India..... | | | | | | | | | | | | |
| Staves, salt barrel..... | | | | | | | | | | | | |
| Shingles..... | 14 | | | | | | | | 14 | | 14 | 2 68 |
| Split posts and fence rails, in vessels..... | | | | | | | | | | | | |
| " " rafts..... | | | | | | | | | | | | |
| Timber, square, in vessels..... | 2,160 | | | | | | | | 2,160 | | 2,160 | 30 71 |
| " " rafts..... | 1,454 | | | | | | | | 1,454 | | 1,454 | 16 29 |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and wood partly manufactured..... | | | | | | | | | | | | |
| Total freight paying tolls..... | 922 | 368,711 | | | | | | | 922 | 407,701 | 408,623 | 26,392 62 |
| <i>Free per Order in Council.</i> | | | | | | | | | | | | |
| Floats..... | | | | | | | | | | | | |
| Lumber, sawn, in rafts..... | | 15,330 | | | | | | | | 15,330 | 15,330 | |
| Timber, square, "..... | | 120 | | | | | | | | 120 | 120 | |
| " " rafts..... | | 12,400 | | | | | | | | 12,400 | 12,400 | |
| Freight, grand total..... | 922 | 368,561 | | | | | | | 922 | 436,551 | 436,473 | |

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| | |
|-------------------------------------------------|-----------|
| Total tolls, on vessels..... | 2,827 24 |
| " " passengers..... | 219 35 |
| " " free goods..... | \$ 336 19 |
| Total tolls..... | 29,439 21 |
| Other receipts..... | ..... |
| Total revenue exclusive of hydraulic rents..... | 29,439 21 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

4-5 EDWARD VII., A. 1905

APPENDIX A—Continued.

No. 8 (A).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|--------|--------|-------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Ashes, pot and pearl. | | | | | | | | | | | | \$ cts. |
| Apples. | 6 | 686 | | | | | 7 | 6 | 693 | | 699 | 47 64 |
| Agricultural products not enumerated, vegetables. | | 4 | | | | | | | 4 | | 4 | 40 |
| " " animal. | | | | | | | | | | | | |
| Agricultural implements. | 75 | 14 | | | | | | 75 | 14 | | 89 | 3 75 |
| Barley. | | | | | | | | | | | | |
| Bricks. | 1 | 20 | | | | | 17 | 21 | 17 | | 38 | 2 41 |
| Bones. | | 3 | | | | | | | 3 | | 3 | 20 |
| Brimstone. | | | | | | | | | | | | |
| Buckwheat. | | | | | | | | | | | | |
| Cement and water lime. | 1,679 | | | | | | | 1,679 | | | 1,702 | 114 25 |
| Clay, lime and sand. | 120 | | | | | | 23,318 | 120 | 23,318 | | 23,438 | 1,843 13 |
| Coal. | 884 | 26 | | | | | 78,984 | 884 | 79,010 | | 79,894 | 7,779 94 |
| Corn. | 17 | | | | | | | | 17 | | 17 | 1 70 |
| Cattle. | 9 | 176 | | | | | 2 | 9 | 178 | | 187 | 6 57 |
| Cotton (raw). | | | | | | | | | | | | |
| Crockery and earthenware. | | 51 | | | | | 33 | | 51 | | 51 | 5 10 |
| Dye wood and dye stuffs. | | | | | | | | | 33 | | 33 | 3 30 |
| Fish. | | | | | | | | | | | | |
| Flax and hemp. | | | | | | | | | | | | |
| Flour. | 908 | 12 | | | | | 35 | 908 | 47 | | 955 | 33 45 |
| Furniture. | | | | | | | 4 | | 4 | | 4 | 40 |
| Gypsum. | | | | | | | | | | | | |
| Glass (all kinds). | | | | | | | | | | | | |
| Hay (pressed). | 177 | 3,943 | | | | | 242 | 30,671 | 4,185 | | 34,856 | 2,879 46 |
| Hogs. | | | | | | | | | | | | |
| Hides and skins, horns and hoofs. | 15 | 22 | | | | | | 15 | 22 | | 37 | 1 35 |
| Ice. | | | | | | | | | | | | |
| Iron, railway. | 35 | | | | | | 334 | 35 | 334 | | 369 | 34 59 |

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| | | | | | |
|--------------------------------------------------------|-------|---------|-------|-------|----------|
| " pig | 8 | 338 | 8 | 338 | 33 80 |
| " all other | | 1,969 | 1,969 | 1,969 | 54 |
| Iron ore | | 348 | 348 | 348 | 99 95 |
| Kyrolite chemical ore and other ore, except iron | | | | | 16 68 |
| Lead and lead ore | | | | | |
| Lead and lead ore | | | | | |
| Meal, all kinds | | | | | |
| Meats, other than pork | | | | | |
| Marble | | | | | |
| Manilla | | | | | |
| Molasses | 51 | 124 | 51 | 124 | 14 16 |
| Nails | 52 | 52 | 52 | 52 | 1 88 |
| Oats | 3 | 1,314 | 3 | 1,314 | 43 97 |
| Oil (in barrels) | 97 | 9 | 97 | 11 | 4 19 |
| Oil cake | | 2 | | | |
| Pease | 13 | | 13 | 13 | 44 |
| Potatoes | 1 | | 1 | 5 | 21 |
| Pork | 5 | | 5 | 5 | 19 |
| Paint | 5 | | | | |
| Pitch and tar | | | | | |
| Rags | | 2,018 | | 2,018 | 201 80 |
| Rye | | | | | |
| Flax seed | | | | | |
| Resin | | 2,482 | | 2,482 | 296 62 |
| Salt | 148 | 504 | 148 | 507 | 55 49 |
| Stone intended for cutting | | | | | |
| " wrought | | | | | |
| " not suitable for cutting, unwrought | | | | | |
| Seeds, all kinds | 6 | | 6 | 6 | 20 |
| Sheep | | | | | |
| Soda ash | 160 | | 150 | 150 | 5 15 |
| Steel | | | | | |
| Sugar | 77 | 56 | 77 | 60 | 8 38 |
| Spirits, beer, etc. | | | | | |
| Tobacco (raw) | | | | | |
| Tallow | | | | | |
| Tin | | 42 | | 42 | 4 20 |
| Turpentine | | | | | |
| Wheat | | | | | |
| White lead | | | | | |
| Whiting | | | | | |
| Wool | | | | | |
| All other goods and merchandise not enumerated | 1,606 | 1,773 | 3,564 | 2,403 | 467 05 |
| Bark | | | | | |
| Barrels empty | 17 | | 17 | 15 | 1 31 |
| Boat knees | | | | | |
| Floata | | | | | |
| Fire wood, in vessels | 483 | 155,419 | | 483 | 5,188 29 |
| Hop poles | | | | | |
| Hop poles | | | | | |

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No. 8 (A).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|----------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|---------|---------|-------------|---------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Lumber, sawn, in vessels..... | 476 | 25 | 29,430 | | | | 110 | | 29,906 | 136 | 30,041 | \$ cts. 1,764 83 |
| " " rafts..... | | | | | | | | | | | | |
| Masts, spars, and telegraph poles, in vessels..... | | | | | | | | | | | | |
| " " rafts..... | | 63 | | | | | | | | 63 | 63 | 2 10 |
| Railway ties, in vessels..... | | | 1,238 | | | | | | 1,238 | | 1,238 | 98 81 |
| " " rafts..... | | | | | | | | | | | | |
| Saw logs..... | | | | | | | | | | | | |
| Staves and headings, barrels..... | | | | | | | | | | | | |
| " " pipe..... | | | | | | | | | | | | |
| " " West India..... | | | | | | | | | 91 | | 91 | 20 77 |
| Staves, salt barrel..... | | | | | | | | | | | | |
| Shingles..... | 83 | | 8 | | | | | | | | | |
| Split posts and fence rails, in vessels..... | | | | | | | | | | | | |
| " " rafts..... | | 44 | | | | | 700 | | | 744 | 744 | 27 49 |
| Timber, square, in vessels..... | | 256 | | | | | | | | 256 | 256 | 8 55 |
| " " rafts..... | | | | | | | | | | | | |
| Traverses..... | | | | | | | | | | | | |
| Woodenware and wood partly manufactured..... | | | | | | | | | | | | |
| Total freight ;..... | 6,534 | 7,975 | 218,567 | | | | 113,495 | | 225,101 | 121,470 | 346,571 | 21,124 69 |
| Total tolls on vessels..... | | | | | | | | | | | | |
| " " passengers..... | | | | | | | | | | | | |
| Total toll..... | | | | | | | | | | | | |
| * Damages..... | | | | | | | | | | | | 3,601 75 |
| Fines..... | | | | | | | | | | | | 33 80 |
| Other receipts..... | | | | | | | | | | | | 24,759 24 |
| Total revenue, exclusive of hydraulic rents..... | | | | | | | | | | | | 10 00 |
| | | | | | | | | | | | | 3 00 |
| | | | | | | | | | | | | 24,772 24 |

* Amount of damages, not included in above, \$5.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.RICHARD DEVLIN,
Compiler of Canal Statistics.

No. 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1903.

[illegible]

+5 EDWARD VII., A. 1905

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|----------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Kryolite, chemical ore and other ore, except iron. | | | | | | | | | | | | \$ cts. |
| Lard and lard oil. | 27 | 1 | | | | | | | 27 | 1 | 28 | 86 |
| Meal, all kinds. | 43 | 107 | | | | | | | 43 | 107 | 150 | 3 78 |
| Meats, other than pork. | 8 | 9 | | | | | | | 8 | 9 | 17 | 50 |
| Marble. | | | | | | | | | | | | |
| Manilla. | 1 | | | | | | | | 1 | | 1 | 09 |
| Molasses. | 56 | 8 | | | | | | | 56 | 8 | 64 | 5 62 |
| Nails. | 117 | 8 | | | | | | | 117 | 8 | 125 | 12 89 |
| Oats. | 227 | 707 | | | | | | | 227 | 707 | 934 | 37 25 |
| Oil (in barrels). | 178 | 118 | | | | | | | 178 | 118 | 296 | 26 35 |
| Oil cake. | | 6 | | | | | | | | 6 | 6 | 24 |
| Pease. | | | | | | | | | | | | |
| Potatoes. | 16 | 17 | | | | | | | 16 | 17 | 33 | 1 02 |
| Pork. | 100 | 3 | | | | | | | 100 | 3 | 103 | 2 55 |
| Paint. | 41 | 1 | | | | | | | 41 | 1 | 42 | 4 17 |
| Pitch and tar. | 9 | | | | | | | | 9 | | 9 | 81 |
| Rags. | 5 | 16 | | | | | | | 5 | 16 | 21 | 1 87 |
| Rye. | | | | | | | | | | | | |
| Flax seed. | | | | | | | | | | | | |
| Ro-in. | | | | | | | | | | | | |
| Salt. | 1,993 | 296 | | | | | | | 1,993 | 296 | 2,289 | 63 72 |
| Stone intended for cutting. | | 3 | | | | | | | | 3 | 3 | 07 |
| " wrought. | 7 | | | | | | | | 7 | | 7 | 62 |
| " not suitable for cutting, unwrought. | | | | | | | | | | | | |
| Seeds, all kinds. | 23 | | | | | | | | 23 | | 23 | 66 |
| Sheep. | 2 | | | | | | | | 2 | | 2 | 05 |
| Soda ash. | 19 | | | | | | | | 19 | | 19 | 1 65 |
| Steel. | 72 | 13 | | | | | | | 72 | 13 | 85 | 2 04 |
| Sugar. | 165 | 145 | | | | | | | 165 | 145 | 310 | 29 85 |
| Spirits, beer, &c. | 171 | 51 | | | | | | | 171 | 51 | 222 | 19 79 |
| Tobacco (raw). | | 11 | | | | | | | | 11 | 11 | 33 |
| Tallow. | | 7 | | | | | | | | 7 | 7 | 17 |
| Tin. | 8 | 1 | | | | | | | 8 | 1 | 9 | 36 |
| Turpentine. | 2 | | | | | | | | 2 | | 2 | 18 |
| Wheat. | 5 | 863 | | | | | | | 5 | 863 | 868 | 20 31 |
| White lead. | 72 | | | | | | | | 72 | | 72 | 6 96 |

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| | | | | | | | | | | | | | |
|---------------------------------------------------|--------|--------|-------|-------|---|---|---|---|--------|--------|--------|-------|----------|
| Whiting | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 10 | 1 | 1 | 10 | 97 |
| Wool | 1 | 547 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 06 |
| All other goods and merchandise not enumerated .. | 1,431 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1,431 | 647 | 1,978 | 182 | 91 |
| Bark | 1 | 84 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 84 | 85 | 6 | 52 |
| Barrels, empty | 200 | 534 | 150 | 1 | 1 | 1 | 1 | 1 | 200 | 534 | 200 | 3 | 50 |
| Boat knees | 8,274 | 81 | 1 | 1 | 1 | 1 | 1 | 1 | 8,424 | 81 | 8,968 | 172 | 10 |
| Floats | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 71 |
| Firewood, in vessels | 2,501 | 7,455 | 1,560 | 6,317 | 1 | 1 | 1 | 1 | 4,061 | 13,772 | 17,833 | 1,801 | 25 |
| Hoops | 220 | 300 | 203 | 1 | 1 | 1 | 1 | 1 | 220 | 300 | 220 | 8 | 55 |
| Hop poles | 300 | 307 | 1 | 1 | 1 | 1 | 1 | 1 | 497 | 307 | 300 | 15 | 00 |
| Lumber, sawn, in vessels | 294 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 497 | 307 | 497 | 52 | 09 |
| Masts, spars, and telegraph poles, in vessels .. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 00 |
| " " rafts | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Railway ties, in vessels | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| " " rafts | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Saw-logs | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Staves and headings, barrels | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| " " pipe | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| " " West India | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Staves, salt barrel | 195 | 76 | 1 | 1 | 1 | 1 | 1 | 1 | 195 | 76 | 271 | 71 | 19 |
| Shingles | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Split posts and fence rails, in vessels .. | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| " " rafts | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Timber, square, in vessels | 400 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 400 | 1 | 400 | 7 | 48 |
| " " rafts | 20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 20 | 1 | 20 | 13 | 13 |
| Traverses | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | 5 | 44 | 44 |
| Woodenware and wood partly manufactured .. | 23,830 | 21,640 | 1,913 | 6,317 | 1 | 1 | 1 | 1 | 25,743 | 35,039 | 60,782 | 2,883 | 09 |
| Total freight paying tolls | 338 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 338 | 1 | 338 | 1 | 1 |
| Coal, free, per Order in Council | 24,168 | 21,640 | 1,913 | 6,317 | 1 | 1 | 1 | 1 | 26,081 | 35,080 | 61,120 | 1,743 | 07 |
| (Grand total, freight | | | | | | | | | | | | 379 | 61 |
| Total tolls on vessels | | | | | | | | | | | | | 1,743 07 |
| " passengers | | | | | | | | | | | | | 379 61 |
| Total tolls | | | | | | | | | | | | | 4,989 77 |
| Total tolls on free coal | | | | | | | | | | | | | \$9 02 |
| Winterage | | | | | | | | | | | | | 91 00 |
| Other receipts | | | | | | | | | | | | | 66 00 |
| Total revenue, exclusive of hydraulic rents | | | | | | | | | | | | | 5,156 77 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

RICHARD DEVLIN,
Compiler of Canal Statistics.

4-5 EDWARD VII., A. 1905

APPENDIX A—Continued.

No. 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|-------------------------------------------------------|----------------------------------|--------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|-------|--------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Ashes, pot and pearl..... | 134 | | | | | | | | 134 | | 134 | 1 34 |
| Apples..... | 131 | | | | | | | | 131 | | 131 | 1 31 |
| Agricultural products not enumerated, vegetables..... | 6 | | | | | | | | 6 | | 6 | 0 06 |
| " " animal..... | 21 | | | | | | | | 21 | | 21 | 0 21 |
| Agricultural implements..... | 16 | | | | | | | | 16 | | 16 | 0 16 |
| Barley..... | 1,284 | | | | | | | | 1,284 | | 1,284 | 12 84 |
| Bricks..... | | | | | | | | | | | | |
| Bones..... | | | | | | | | | | | | |
| Brimstone..... | 2 | | | | | | | | 2 | | 2 | 0 02 |
| Buckwheat..... | 470 | 1,326 | | | | | | | 470 | 1,326 | 1,796 | 17 96 |
| Cement and water lime..... | | 84 | | | | | | | | 84 | 84 | 0 84 |
| Clay, lime and sand..... | 397 | 37,363 | | | | | | | 397 | 37,363 | 37,760 | 377 60 |
| Coal..... | 21 | 252 | | | | | | | 21 | 252 | 273 | 2 73 |
| Corn..... | 13 | | | | | | | | 13 | | 13 | 0 13 |
| Cattle..... | | | | | | | | | | | | |
| Cotton (raw)..... | 21 | 5 | | | | | | | 21 | 5 | 26 | 0 26 |
| Crockery and earthenware..... | | | | | | | | | | | | |
| Dye wood and dye stuffs..... | 421 | 3,240 | | | | 375 | | | 421 | 3,615 | 4,036 | 40 36 |
| Fish..... | | | | | | | | | | | | |
| Flax and hemp..... | 2,234 | | | | | | | | 2,234 | | 2,234 | 23 34 |
| Flour..... | 19 | 12 | | | | | | | 19 | 12 | 31 | 0 31 |
| Furniture..... | | 375 | | | | | | | | 375 | 375 | 3 75 |
| Gypsum..... | 17 | | | | | | | | 17 | | 17 | 0 17 |
| Glass (all kinds)..... | 1,028 | | | | | | | | 1,028 | | 1,028 | 10 28 |
| Hay (pressed)..... | | | | | | | | | | | | |
| Hogs..... | | | | | | | | | | | | |
| Horses..... | | | | | | | | | | | | |
| Hides and skins, horns and hoofs..... | | | | | | | | | | | | |
| Ice..... | 212 | | | | | | | | 212 | | 212 | 2 12 |
| Iron, railway..... | | 10 | | | | | | | | 10 | 10 | 0 10 |
| " pig..... | | 47 | | | | | | | | 47 | 47 | 2 68 |
| " all other..... | 221 | | | | | | | | 221 | | 221 | |

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No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|----------------------------------------------|----------------------------------|--------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Masts, spars and telegraph poles, in vessels | 28 | 210 | | | | | | | 28 | 210 | 238 | \$ cts. 2 38 |
| " " rafts | 160 | | | | | | | | 160 | | 160 | 1 60 |
| Railway ties, in vessels | | | | | | | | | | | | |
| " " rafts | | | | | | | | | | | | |
| Saw-logs | | | | | | | | | | | | |
| Staves and headings, barrel | 15 | 270 | | | | | | | 15 | 270 | 270 | 2 70 |
| " " pipe | | | | | | | | | | | 15 | 0 15 |
| " " West India | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | |
| Shingles | 465 | | | | | | | | 465 | | 465 | 4 65 |
| Split posts and fence rails, in vessels | 879 | 1,215 | | | | | | | 879 | 1,215 | 2,094 | 20 94 |
| " " rafts | | | | | | | | | | | | |
| Timber, square, in vessels | 434 | 47 | | | | | | | 434 | 47 | 481 | 4 81 |
| " " rafts | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | | | | | | | | | | | | |
| Total freight paying tolls | 39,427 | 51,062 | | 375 | | | | | 39,427 | 51,437 | 90,864 | 908 64 |
| Total tolls on vessels | | | | | | | | | | | | 2,384 70 |
| Other receipts | | | | | | | | | | | | 8 00 |
| Total receipts | | | | | | | | | | | | 3,301 34 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, May 16, 1904.

SESSIONAL PAPER No. 20

APPENDIX A—Continued

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|-------|-------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Ashes, pot and pearl. | | | | | | | | | | | | \$ cts. |
| Apples. | | | | | | | | | | | | |
| Agricultural products not enumerated, vegetables. | | | | | | | | | | | | |
| " " animal. | | | | | | | | | | | | |
| Agricultural implements. | | 6 | | | | | | | | 6 | 6 | 0 18 |
| Barley. | | | | | | | | | | | | |
| Bricks. | 60 | | | | | | | | 60 | | 60 | 0 60 |
| Bones. | | | | | | | | | | | | |
| Brimstone. | | | | | | | | | | | | |
| Buckwheat. | | | | | | | | | | | | |
| Cement and water lime. | | | | | | | | | | | | |
| Clay, lime and sand. | | | | | | | | | | | | |
| Coal. | | | | | | | | | | | | |
| Corn. | | | | | | | | | | | | |
| Cattle. | | | | | | | | | | | | |
| Cotton (raw). | | | | | | | | | | | | |
| Crockery and earthenware. | | | | | | | | | | | | |
| Dye wood and dye stuffs. | | | | | | | | | | | | |
| Fish. | | | | | | | | | | | | |
| Flax and hemp. | | | | | | | | | | | | |
| Flour. | | | | | | | | | | | | |
| Furniture. | 2 | 1 | | | | | | | 2 | 1 | 3 | 0 06 |
| Gypsum. | | | | | | | | | | | | |
| Glass (all kinds). | | | | | | | | | | | | |
| Hay (pressed). | | | | | | | | | | | | |
| Hogs. | 219 | | | | | | | | 219 | | 219 | 2 19 |
| Horses. | | | | | | | | | | | | |
| Hides and skins, horns and hoofs. | | | | | | | | | | | | |
| Ice. | | | | | | | | | | | | |
| Iron, railway. | | | | | | | | | | | | |

SESSIONAL PAPER No. 20

| | | | | | | |
|--------------------------------------------------|--------|--------|--------|--------|--------|--------|
| Turpentine | 1,226 | 103 | 1,226 | 103 | 1,226 | 12 26 |
| Wheat ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| White lead ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Whiting ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wool | 10 | 103 | 10 | 103 | 113 | 3 29 |
| All other goods and merchandise not enumerated | 68 | 38 | 68 | 38 | 106 | 4 15 |
| Barrel, empty ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boat knees | 2,301 | 9,728 | 2,301 | 9,728 | 12,029 | 98 39 |
| Floats | 10,481 | 4,605 | 10,481 | 4,605 | 15,086 | 253 92 |
| Fire wood, in vessels | ..... | ..... | ..... | ..... | ..... | ..... |
| " rafts ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hoops ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hop poles ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Lumber, sawn, in vessels | 2,804 | 278 | 2,804 | 278 | 3,082 | 51 51 |
| " rafts | 492 | 885 | 492 | 885 | 1,377 | 30 10 |
| Masts, spars and telegraph poles, in vessels | ..... | ..... | ..... | ..... | ..... | ..... |
| " rafts ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Railway ties, in vessels | 880 | ..... | 880 | ..... | 880 | 17 40 |
| " rafts | 6,894 | 598 | 6,894 | 598 | 7,492 | 62 99 |
| Saw logs ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Staves and headings, barrel | ..... | ..... | ..... | ..... | ..... | ..... |
| " pipe ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| " West India | 9 | 9 | 9 | 9 | 18 | 2 55 |
| Staves, salt barrel ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Shingles ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Split posts and fence rails, in vessels | ..... | ..... | ..... | ..... | ..... | ..... |
| " rafts | 357 | 50 | 357 | 50 | 357 | 2 12 |
| Timber, square, in vessels | ..... | ..... | ..... | ..... | ..... | ..... |
| " rafts ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Traverse ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Woodenware and wood partly manufactured | ..... | ..... | ..... | ..... | ..... | ..... |
| Total, freight paying tolls | 26,094 | 16,313 | 26,094 | 16,313 | 42,407 | 545 13 |
| Total tolls on vessels | | | | | | |
| passengers | | | | | | |
| Total tolls | | | | | | |
| Other receipts | | | | | | |
| Total revenue exclusive of hydraulic rents | | | | | | |
| 710 55 | | | | | | |
| 262 39 | | | | | | |
| 1,508 07 | | | | | | |
| 25 00 | | | | | | |
| 1,533 07 | | | | | | |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, May 16, 1904.

4-5 EDWARD VII., A. 1905

APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue heretofore collected, now free, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. \$ cts. |
|-------------------------------------------------------|----------------------------------|-------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|-------|-------|-------------|-----------------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Ashes, pot and pearl..... | 3 | | | | | | | | 3 | | 3 | 0 08 |
| Apples..... | 832 | 517 | | | | | | | 832 | 517 | 1,349 | 25 41 |
| Agricultural products not enumerated, vegetables..... | 316 | 381 | | | | | | | 316 | 381 | 697 | 13 31 |
| " " animal..... | 57 | 125 | | | | | | | 57 | 125 | 182 | 3 53 |
| Agricultural implements..... | 3 | 11 | | | | | | | 3 | 11 | 14 | 0 36 |
| Barley..... | | 1,004 | | | | | | | | 1,004 | 1,004 | 18 85 |
| Bricks..... | 207 | | 17 | | | | | | 224 | | 224 | 4 23 |
| Bones..... | | | | | | | | | | | | |
| Brimstone..... | | | | | | | | | | | | |
| Buckwheat..... | 114 | 91 | 1 | | | | | | 1 | 91 | 92 | 1 74 |
| Cement and water lime..... | 20 | 6 | 17 | | | | | | 131 | 6 | 137 | 2 59 |
| Clay, lime and sand..... | 30 | 409 | | | | | | | 30 | | 30 | 0 89 |
| Coal..... | 4 | 8 | | | | | 618 | | 30 | 1,027 | 1,057 | 19 85 |
| Corn..... | | | | | | | | | 4 | 8 | 12 | 0 24 |
| Cattle..... | | | | | | | | | | | | |
| Cotton (raw)..... | 107 | 207 | | | | | | | 107 | 207 | 314 | 7 91 |
| Crockery and earthenware..... | 28 | 4 | | | | | | | 28 | 4 | 32 | 0 83 |
| Dye wood and dye stuffs..... | | | | | | | | | | | | |
| Fish..... | | | | | | | | | | | | |
| Flax and hemp..... | 28 | 20 | | | | | | | 28 | 20 | 48 | 0 38 |
| Flour..... | 105 | 45 | | | | | | | 28 | 45 | 73 | 1 40 |
| Furniture..... | | 163 | | | | | | | 105 | 163 | 268 | 6 83 |
| Gypsum..... | 506 | 171 | | | | | | | 504 | 171 | 675 | 18 44 |
| Glass (all kinds)..... | | | 59 | | | | | | | | | |
| Hay (pressed)..... | 1 | 3 | | | | | | | | | | |
| Hogs..... | | | | | | | | | | | | |
| Hides and skins, horns and hoofs..... | 38 | | 4 | | | | | | 5 | 3 | 8 | 0 16 |
| Ice..... | | | | | | | | | 36 | | 36 | 0 69 |
| Iron, railway..... | 648 | 238 | | | | | | | 648 | 238 | 886 | 17 63 |

| " pig. | 29 | 270 | 46 | | | | 29 | 270 | 29 | 1,212 | 0 53 | 22 98 |
|--------------------------------------------------|-------|-------|-----|--|--|--|-------|-------|-------|--------|--------|-------|
| " all other. | 806 | | | | | | | | | | | |
| Iron ore | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | | | | | | | | | | | |
| Lard and lard oil | 114 | 194 | | | | | 114 | 194 | 114 | 248 | 4 73 | |
| Meat, all kinds | 13 | 116 | | | | | 13 | 116 | 129 | 2 50 | 2 50 | |
| Meat, other than pork | 21 | 12 | | | | | 21 | 12 | 33 | 0 65 | 0 65 | |
| Marble | 4 | | | | | | 4 | | 4 | 0 10 | 0 10 | |
| Manilla | | | | | | | | | | | | |
| Molasses | | | | | | | | | | | | |
| Nails | 163 | 72 | | | | | 163 | 72 | 226 | 5 67 | 0 13 | |
| Oats | | 206 | | | | | | 206 | 206 | 3 88 | 3 88 | |
| Oil (in barrels) | 527 | 768 | | | | | 527 | 770 | 1,297 | 32 53 | 32 53 | |
| Oil cake | | 1 | | | | | | 1 | 1 | 0 02 | 0 02 | |
| Pease | 102 | 96 | | | | | 102 | 96 | 198 | 3 72 | 3 72 | |
| Potatoes | 3 | 5 | | | | | 3 | 5 | 8 | 0 16 | 0 16 | |
| Pork | | 20 | | | | | | 20 | 20 | 0 38 | 0 38 | |
| Paint | 558 | 242 | | | | | 558 | 242 | 800 | 20 08 | 20 08 | |
| Pitch and tar | 6 | | | | | | 6 | | 6 | 0 15 | 0 15 | |
| Rags | 61 | 9 | | | | | 61 | 9 | 70 | 1 77 | 1 77 | |
| Rye | | 350 | | | | | | 350 | 350 | 6 57 | 6 57 | |
| Flax seed | | | | | | | | | | | | |
| Resin | | | | | | | | | | | | |
| Salt | 165 | 447 | | | | | 165 | 447 | 612 | 11 53 | 11 53 | |
| Stone intended for cutting | 9 | | | | | | 9 | | 9 | 17 00 | 17 00 | |
| " wrought | 3 | 16 | | | | | 3 | 16 | 19 | 0 48 | 0 48 | |
| " not suitable for cutting, unwrought | 841 | | | | | | 841 | | 841 | 8 41 | 8 41 | |
| Seeds, all kinds | 82 | 254 | | | | | 82 | 254 | 336 | 6 43 | 6 43 | |
| Sheep | | | | | | | | | | | | |
| Soda ash | 98 | | | | | | 98 | | 98 | 2 46 | 2 46 | |
| Steel | 273 | 48 | | | | | 273 | 48 | 321 | 6 10 | 6 10 | |
| Sugar | 694 | 128 | | | | | 694 | 128 | 822 | 20 62 | 20 62 | |
| Spirits, beer, &c. | 161 | 395 | | | | | 161 | 395 | 556 | 14 00 | 14 00 | |
| Tobacco (raw) | | | | | | | | | | | | |
| Tallow | 19 | 11 | | | | | 19 | 11 | 30 | 0 58 | 0 58 | |
| Tin | 36 | 31 | | | | | 36 | 31 | 67 | 1 69 | 1 69 | |
| Turpentine | | 6 | | | | | | 6 | 6 | 0 15 | 0 15 | |
| Wheat | | 782 | | | | | | 782 | 782 | 14 70 | 14 70 | |
| White lead | 2 | | | | | | 2 | | 2 | 0 06 | 0 06 | |
| Whiting | 85 | | | | | | 85 | | 85 | 2 14 | 2 14 | |
| Wool | 33 | 3 | | | | | 33 | 3 | 36 | 0 71 | 0 71 | |
| All other goods and merchandise not enumerated | 2,890 | 3,094 | 302 | | | | 3,182 | 3,094 | 6,276 | 167 05 | 167 05 | |
| Bark | | | | | | | | | | | | |
| Barrels, empty | 22 | 10 | | | | | 22 | 10 | 32 | 0 78 | 0 78 | |
| Boat knees | | | | | | | | | | | | |
| Floata | | | | | | | | | | | | |
| Firewood, in vessels | | | | | | | | | | | | |
| " rafts | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | |
| | | | | | | | 3,288 | | 3,288 | 27 40 | 27 40 | |

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No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, &c.—*Continued.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|------------------------------------------------|----------------------------------|--------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|--------|--------|-------------|------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| Lumber, sawn, in vessels. | 1,183 | 601 | 1,257 | | | | | | 2,440 | 601 | 3,041 | \$ cts. 34 20 |
| " rafts | | | 24 | | | | | | 24 | | 24 | 0 16 |
| Masts, spars, and telegraph poles, in vessels. | | | | | | | | | | | | |
| " rafts | | | 1,001 | | | | | | | | 1,001 | 10 01 |
| Railway ties, in vessels | | | | | | | | | | | | |
| " rafts | | | | | | | | | | | | |
| Saw-logs | | | | | | | | | | | | |
| Staves and headings, barrel | | | | | | | | | | | | |
| " pipe | | | | | | | | | | | | |
| " West Indies | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | |
| Shingles | | | 51 | | | | | | 51 | | 51 | 4 17 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | |
| " rafts | | | | | | | | | | | | |
| Timber, square, in vessels. | | | | | | | | | | | | |
| " rafts | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | | | | | | | | | | | | |
| Grand total freight. | 12,118 | 11,585 | 6,066 | | | | 620 | | 18,184 | 12,205 | 30,389 | 575 46 |
| Total tolls on vessels | | | | | | | | | | | | |
| " passengers | | | | | | | | | | | | |
| * Damages | | | | | | | | | | | | |
| Total revenue exclusive of hydraulic rents | | | | | | | | | | | | |
| 1,134 98 | | | | | | | | | | | | |

* Amount of damages not included in above \$20.

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, May 16, 1904.

SESSIONAL PAPER No. 20

APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported in the Sault Ste. Marie Canal, during the Season of Navigation in 1903.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. |
|---------------------------------------------------|----------------------------------|--------|---------------------------------------|-------|--------------------------------------------|---------|---------------------------------------|---------|---------|---------|-------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | |
| Ashes, pot and pearl. | | | | | | | | | | | |
| Apples. | 626 | | 1,700 | | 650 | | | | 2,976 | | 2,976 |
| Agricultural products not enumerated, vegetables. | | | | | | | | | | | |
| " " animal | | | | | | | | | | | |
| Agricultural implements. | | | | | | | | | | | |
| Barley. | 328 | 4,928 | | | | 22,712 | | | | | 28,192 |
| Bricks. | | | | 178 | | | 178 | | 506 | 178 | 684 |
| Bones. | | | | | | | | | | | |
| Brimstone. | | | | | | | | | | | |
| Buckwheat. | | 1,248 | | | | | | | | 1,248 | 1,248 |
| Cement and water lime. | 5,606 | | 468 | | 8,814 | | | | 14,878 | | 14,878 |
| Clay, lime and sand. | 35 | 6,400 | | 9,000 | | | | | 35 | 15,400 | 15,435 |
| Coal. | 5,611 | 1,196 | | | 644,704 | | | 3,154 | 991,380 | 7,400 | 998,780 |
| Corn. | | | | | | 3,060 | | 341,065 | | 1,260 | 1,260 |
| Cattle. | 23 | | 3 | | | 1,260 | | | 26 | | 26 |
| Cotton (raw). | | | | | | | | | | | |
| Crockery and earthenware. | 336 | | | | 6 | | 7 | | 349 | | 349 |
| Dye wood and dye stuffs. | | | | | | | | | | | |
| Fish. | | 1,259 | | 6 | | | | 15 | | 1,280 | 1,280 |
| Flax and hemp. | | | | | | 875 | | 890 | | 1,765 | 1,765 |
| Flour. | 57 | 94,078 | | 1,072 | | 194,775 | | 22,228 | 57 | 312,153 | 312,210 |
| Furniture. | 182 | | | | | | | | 182 | | 182 |
| Gypsum. | | | | | | | | | | | |
| Glass (all kinds). | 953 | | | | | | | | | | |
| Hay (pressed). | 1,871 | | | | | | 4 | | 967 | | 967 |
| Hogs. | 1 | | | | 20 | | | | 1,891 | | 1,891 |
| Horses. | 6 | | 3 | | | | | | 1 | | 1 |
| Hides and skins, horns and hoofs. | | 25 | | | | | | | 9 | 25 | 34 |
| Ice. | | 73 | | | | | | 62 | | 135 | 135 |

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No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie Canal, &c.—Continued.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Total. | | Total Tons. |
|--------------------------------------------------|----------------------------------|--------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|--------|--------|-----------|-------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | |
| Iron, railway | 40,692 | 105 | | | 1,708 | | 5,647 | 110 | 48,047 | 215 | 48,262 |
| " pig | 585 | | | | | | 153 | | 738 | 14,883 | 15,621 |
| " all other | 7,477 | 563 | | | | | 1,125 | | 8,602 | 7,627 | 16,229 |
| Iron ore | | 31,034 | | | | | 500 | 60,402 | 1,250 | 2,682,250 | 2,683,500 |
| Kryolite chemical ore and other ore, except iron | | 20 | | | | | | | | 17,491 | 17,491 |
| Lard and lard oil | 2 | | | | | | | | 2 | | 2 |
| Meal, all kinds | 23 | 81 | | | | | | | 23 | 14,383 | 14,406 |
| Meats, other than pork | | | | | | | | | | | |
| Marble | | | | | | | | | | | |
| Manilla | 999 | | | | | | | | 999 | | 999 |
| Molasses | 220 | | | | | | | | 220 | | 220 |
| Nails | 4,164 | 17 | | | 950 | | | | 5,114 | 17 | 5,131 |
| Oats | 32 | 19,552 | | | | | | | 32 | 35,257 | 35,289 |
| Oil (in barrels) | 515 | 4 | | | 68 | | 46 | | 706 | 4 | 710 |
| Oil cake | | 80 | | | | | | | | 1,576 | 1,576 |
| Pease | | | | | | | | | | | |
| Potatoes | 92 | 5 | | | | | | | 92 | 135 | 227 |
| Pork | 4 | | | | | | | | 4 | | 4 |
| Paint | 219 | | | | | | | | 219 | | 219 |
| Pitch and tar | 66 | | | | | | | | 66 | | 66 |
| Rags | | | | | | | | | | | |
| Rye | | 3,931 | | | | | | | | 2,725 | 2,725 |
| Flax seed | | | | | | | | | | 67,760 | 67,760 |
| Rein | 1 | | | | | | | | 1 | | 1 |
| Salt | 7,224 | | 1,793 | 43 | 11,576 | | 43 | | 20,636 | 43 | 20,679 |
| Stone intended for cutting | | | | | | | | | 30 | | 30 |
| " wrought | 2 | | | | | | | | 2 | | 2 |
| Seeds, all kinds | | | | | | | | | | | |
| Sheep | 37 | 54 | | | | | | | 1,072 | 54 | 1,072 |
| Soda ash | | | | | | | | | | | |
| Steel | 38 | | | | | | | | 38 | | 38 |
| Sugar | 1,530 | 17 | | | 160 | | 1,000 | 52 | 1,487 | 69 | 1,556 |
| | | | | | 915 | | | | 2,445 | | 2,445 |

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| | | | | | | | |
|------------------------------------------------|---------|---------|---------|---------|-----------|-----------|-----------|
| Spirits, beer, &c | 1,080 | 301 | | | | 1,119 | 1,191 |
| Tobacco (raw) | | | | | | | |
| Tallow | 197 | | | | | 197 | 197 |
| Tin | 1 | | | | | 1 | 1 |
| Turpentine | 669,849 | 104,385 | | | 81,971 | 967,018 | 967,018 |
| Wheat | | | | | | | 141 |
| White lead | 141 | | | | | 141 | |
| Whiting | | | | | | | |
| Wool | 179 | | | | | | 2,061 |
| All other goods and merchandise not enumerated | 69,596 | 30,343 | 1,062 | 39,651 | 421 | 140,421 | 145,871 |
| Bark | | | | | | | 84 |
| Barrels, empty | 84 | | | | | | 35 |
| Boat knees | 35 | | | | | | |
| Boats | | | | | | | |
| Firewood, in vessels | 30 | | 325 | | | | 355 |
| " rafts | 44 | | | | | | 44 |
| Hoops | | | | | | | |
| Hop poles | | | | | | | |
| Lumber, sawn, in vessels | 349 | 133 | 30,893 | 834 | | 1,183 | 49,861 |
| " rafts | | | | | | | 51,044 |
| Masts, spars and telegraph poles, in vessels | 10 | | | | | 10 | 10 |
| " rafts | 89 | | | | 60 | 60 | 89 |
| Railway ties, in vessels | | | | | | | |
| " rafts | 4 | | | | | 2,370 | 7,617 |
| Saw logs | 379 | 6,375 | 21 | 1,970 | | | 4 |
| Staves and headings, barrels | | | | | | | |
| " pipe | | | | | | | |
| " West India | | | | | | | |
| Staves, salt barrel | | | | | | | |
| Shingles | 10 | 15 | | | 403 | 10 | 11,672 |
| Split posts and fence rails, in vessels | 1 | | | | | | 1 |
| " rafts | | | | | | | |
| Timber, square, in vessels | 1,000 | | | | 2,120 | | 3,360 |
| " rafts | 5 | | | | | | 5 |
| Traverses | | | | | | | |
| Woodenware and wood partly manufactured | 66 | | | | | | 66 |
| Total freight paying tolls | 151,656 | 844,238 | 34,458 | 713,848 | 180,460 | 1,250,621 | 4,261,247 |
| | | | 332,468 | | 350,659 | | 5,511,868 |
| | | | | | 2,904,081 | | |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

4-5 EDWARD VII., A. 1905

APPENDIX

No. (A.) 14.—STATEMENT of Traffic on the undermentioned Canals, and the amount

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|------------------------------------------------------|----------------|-----------|----------------------|-----------|----------------|----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 1.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Canadian vessels, steam | 362,477 | 5,662 84 | 874,081 | 6,124 74 | 77,898 | 259 70 |
| United States vessels, steam | 510,127 | 7,658 09 | 179,483 | 1,208 06 | 434 | 7 34 |
| Canadian vessels, sail | 102,819 | 2,198 82 | 1,252,007 | 12,081 72 | 32,550 | 452 24 |
| United States vessels, sail | 61,573 | 1,370 85 | 81,642 | 890 41 | 232,126 | 2,882 47 |
| Total, Class No. 1. | 1,036,996 | 16,890 60 | 2,387,213 | 20,304 93 | 343,008 | 3,601 75 |
| <i>Class No. 2.</i> | No. | | No. | | No. | |
| Passengers | 1,479 | 145 04 | 109,506 | 5,362 62 | 2,182 | 32 80 |
| <i>Class No. 3.</i> | Tons. | | Tons. | | Tons. | |
| Bricks | 200 | 23 68 | 8,371 | 500 23 | 38 | 2 41 |
| Brimstone | | | 2,014 | 204 09 | | |
| Cement and water lime | 1 | 0 15 | 9,029 | 1,146 80 | 1,702 | 114 25 |
| Clay, lime and sand | 2,343 | 168 03 | 53,837 | 2,364 40 | 23,438 | 1,843 13 |
| Fish | 36 | 5 40 | 145 | 14 38 | | |
| Gypsum | | | 1,123 | 14 11 | | |
| Iron, railway | 488 | 73 95 | 43,477 | 6,477 67 | 369 | 34 59 |
| " pig | 177 | 26 55 | 4,436 | 563 79 | 338 | 33 80 |
| " all other | 5,230 | 897 96 | 36,116 | 2,906 57 | 8 | 0 54 |
| Steel | 754 | 100 23 | 5,787 | 408 99 | | |
| Salt | 2,554 | 479 00 | 5,407 | 560 76 | 655 | 55 49 |
| Stone for cutting | | | 172 | 7 33 | | |
| Apples | | | 7,992 | 1,100 85 | 699 | 47 64 |
| Barley | 14,656 | 1,465 60 | 7,095 | 555 75 | | |
| Buckwheat | | | 802 | 56 69 | | |
| Corn | 210,758 | 21,075 80 | 125,701 | 4,007 38 | 17 | 1 70 |
| Cotton, raw | | | 25 | 3 58 | | |
| Flax and hemp | 1,905 | 285 50 | 83 | 12 45 | | |
| Flour | 25,998 | 4,540 63 | 17,762 | 1,353 58 | 953 | 33 45 |
| Hay, pressed | | | 7,434 | 347 00 | 34,856 | 2,879 46 |
| Meals, all kinds | 13,909 | 2,781 28 | 595 | 42 95 | | |
| Oil cake | 1,994 | 398 80 | 9,441 | 473 60 | | |
| Oats | 7,911 | 802 96 | 17,033 | 1,032 36 | 1,317 | 43 97 |
| Pease | 85 | 8 50 | 1,346 | 104 85 | 13 | 0 44 |
| Potatoes | | | 148 | 9 75 | 6 | 0 21 |
| Rye | 4,904 | 490 40 | 8,693 | 392 04 | | |
| Flax seed | 3,643 | 364 30 | 6,759 | 170 05 | | |
| Seeds, all kinds | 60 | 10 35 | 6,311 | 303 74 | 6 | 0 20 |
| Tobacco, raw | | | 44 | 5 27 | | |
| Wheat | 259,031 | 25,971 01 | 204,363 | 6,918 91 | | |
| All other agricultural products, vegetable | 1 | 0 20 | 2,359 | 343 36 | 4 | 0 40 |
| Bones | | | 394 | 52 72 | 3 | 0 20 |
| Cattle | | | 423 | 28 45 | 187 | 6 57 |
| Hogs | | | 29 | 1 44 | | |
| Hides and skins, horns and hoofs | | | 73 | 4 81 | | |
| Horses | 2 | 0 40 | 1,217 | 69 99 | 37 | 1 35 |
| Lard and lard oil | 9 | 1 35 | 505 | 69 17 | | |
| Meats (other than pork) | 1 | 0 15 | 89 | 9 48 | | |
| Pork | 159 | 31 45 | 883 | 65 59 | 5 | 0 19 |
| Sheep | | | 101 | 6 92 | 150 | 5 15 |
| Tallow | 106 | 16 80 | 2 | 0 30 | | |
| Wool | 482 | 96 40 | 20 | 2 85 | | |
| All other agricultural products, animal | 1 | 0 15 | 5,234 | 561 41 | | |
| Total, Class No. 3 | 557,418 | 60,116 90 | 602,890 | 33,281 41 | 64,803 | 5,105 14 |

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A—Continued.

of Tolls hitherto collected, now free, during the season of Navigation in 1903.

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | | Sault Ste. Marie Canal. |
|---------------|---------|----------------|----------|---------------|----------|--------------------|----------|----------------------|---------|-------------------------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | |
| 204,503 | 212 16 | 186,819 | 887 94 | 122,697 | 960 07 | 43,778 | 875 60 | 121,075 | 636 40 | 1,440,458 |
| 862 | 3 61 | | | 1,355 | 22 86 | 684 | 13 68 | | | 2,869,985 |
| 9,616 | 41 73 | 117,086 | 1,639 13 | 37,508 | 604 48 | 74,526 | 1,403 21 | 27,553 | 74 15 | 175,481 |
| 699 | 3 71 | 12,559 | 300 17 | 8,019 | 155 66 | 105 | 2 21 | | | 276,822 |
| 215,580 | 261 21 | 266,464 | 2,827 24 | 169,579 | 1,743 07 | 119,073 | 2,384 70 | 148,628 | 710 55 | 4,762,746 |
| No. | | No. | | No. | | No. | | No. | | No. |
| 24,345 | 298 31 | 16,424 | 219 35 | 15,501 | 373 61 | | | 34,976 | 252 39 | 32,410 |
| Tons. | | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| 224 | 4 23 | 2 | 0 12 | 223 | 5 78 | 1,284 | 12 84 | 60 | 0 60 | 684 |
| 137 | 2 59 | 176 | 3 52 | 881 | 23 27 | 1,796 | 17 96 | | | 14,878 |
| 20 | 0 39 | 13,173 | 771 41 | 8,874 | 207 56 | 84 | 0 84 | | | 15,485 |
| | | 5 | 0 30 | 91 | 2 16 | 4,036 | 40 36 | | | 1,280 |
| | | | | | | 375 | 3 75 | | | |
| 936 | 17 63 | | | 2 | 0 06 | 212 | 2 12 | | | 48,262 |
| 29 | 0 55 | | | 173 | 4 31 | 10 | 0 10 | | | 15,621 |
| 1,212 | 22 93 | 67 | 4 37 | 543 | 14 63 | 268 | 2 68 | 5 | 0 05 | 16,229 |
| 321 | 6 10 | 6 | 0 51 | 85 | 2 04 | 6 | 0 06 | | | 1,556 |
| 612 | 11 53 | | | 2,289 | 63 72 | 648 | 6 48 | | | 20,679 |
| 9 | 0 17 | | | 3 | 0 07 | 145 | 1 45 | | | 30 |
| 1,349 | 25 41 | 249 | 14 69 | 81 | 2 18 | 134 | 1 34 | | | 2,976 |
| 1,004 | 18 85 | | | 40 | 0 94 | 16 | 0 16 | | | 28,192 |
| 92 | 1 74 | 7 | 0 69 | 2 | 0 05 | 2 | 0 02 | | | 1,248 |
| 12 | 0 24 | | | 111 | 2 69 | 273 | 2 73 | | | 1,260 |
| | | | | | | | | | | |
| 20 | 0 38 | | | 2 | 0 05 | | | | | 1,765 |
| 73 | 1 40 | 78 | 6 20 | 538 | 13 61 | 2,234 | 22 34 | | | 312,210 |
| | | 3,422 | 322 98 | 1,500 | 35 34 | 1,026 | 10 26 | | | 1,891 |
| 129 | 2 50 | | | 150 | 3 78 | 793 | 7 93 | 7 | 0 07 | 14,406 |
| 1 | 0 02 | | | 6 | 0 24 | | | | | 1,576 |
| 206 | 3 88 | 935 | 84 27 | 934 | 37 25 | 2,996 | 29 96 | | | 35,289 |
| 198 | 3 72 | 1 | 0 06 | | | | | 291 | 2 91 | |
| 8 | 0 15 | 295 | 19 30 | 33 | 1 02 | 6,087 | 60 87 | | | 227 |
| 350 | 6 57 | | | | | | | | | 2,725 |
| | | | | | | | | | | 67,760 |
| 336 | 6 43 | 1 | 0 10 | 23 | 0 66 | | | | | 91 |
| | | | | 11 | 0 33 | 18 | 0 18 | | | |
| 782 | 14 70 | | | 868 | 20 31 | | | 1,226 | 12 26 | 967,018 |
| | | | | | | | | | | |
| 697 | 13 31 | 13 | 1 14 | 14 | 0 40 | 131 | 1 31 | | | |
| | | 5 | 0 30 | | | | | | | |
| | | 586 | 46 73 | 1 | 0 03 | 13 | 0 13 | | | 26 |
| | | 135 | 10 53 | | | | | 219 | 2 19 | 1 |
| 36 | 0 09 | 17 | 1 70 | 4 | 0 11 | | | | | 135 |
| 8 | 0 16 | 259 | 13 68 | 16 | 0 46 | | | | | 34 |
| 248 | 4 73 | | | 28 | 0 86 | 10 | 0 10 | | | 2 |
| 33 | 0 65 | | | 17 | 0 50 | 89 | 0 89 | | | |
| 20 | 0 38 | 7 | 0 65 | 103 | 2 55 | 132 | 1 32 | | | 4 |
| | | 430 | 37 38 | 2 | 0 05 | 4 | 0 04 | | | |
| 30 | 0 58 | 11 | 1 08 | 7 | 0 17 | 3 | 0 03 | | | |
| 30 | 0 71 | | | 2 | 0 06 | | | | | 2,061 |
| 132 | 3 53 | 3,119 | 271 92 | 2,091 | 162 60 | 6 | 0 06 | | | |
| 9,350 | 176 84 | 2,999 | 1,613 52 | 19,748 | 609 84 | 22,831 | 228 31 | 1,808 | 18 08 | 1,575,551 |

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APPENDIX

No. (A) 14.—STATEMENT of Traffic on the undermentioned Canals, and the amount

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|-------------------------------------------------------|----------------|-----------|----------------------|----------|----------------|----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Class No. 4.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Ashes, pot and pearl. | 14 | 2 80 | 177 | 44 99 | | |
| Agricultural implements. | 46 | 9 20 | 183 | 19 30 | 89 | 3 75 |
| Crockery and earthenware. | 159 | 23 85 | 430 | 78 66 | 51 | 5 10 |
| Dye woods and dye stuffs. | | | 68 | 7 74 | 33 | 3 30 |
| Furniture. | 13 | 2 60 | 1,966 | 319 06 | 4 | 0 40 |
| Glass (all kinds) | 55 | 9 00 | 2,839 | 554 48 | | |
| Marble. | 1,460 | 219 00 | 7 | 0 70 | | |
| Manilla. | | | 77 | 14 77 | | |
| Molasses. | 322 | 61 10 | 660 | 72 06 | 175 | 14 16 |
| Nails. | 1,054 | 159 05 | 5,048 | 913 49 | 54 | 1 88 |
| Oil (in barrels). | 17,508 | 3,483 05 | 2,480 | 416 80 | 108 | 4 19 |
| Paint. | 52 | 8 05 | 1,519 | 272 70 | | |
| Pitch and tar. | | | 474 | 57 52 | 2,018 | 291 80 |
| Rags. | 4 | 0 80 | 637 | 74 40 | | |
| Resin. | 20 | 4 00 | 1,931 | 106 34 | 2,482 | 296 62 |
| Soda ash. | 32 | 4 80 | 1,368 | 271 33 | | |
| Sugar. | 1,435 | 215 25 | 2,814 | 477 54 | 137 | 8 38 |
| Stone (wrought). | | | 83 | 5 72 | | |
| Tin. | | | 861 | 161 40 | | |
| Turpentine. | | | 73 | 7 54 | 42 | 4 20 |
| White lead. | | | 355 | 66 20 | | |
| Whiting. | | | 835 | 166 55 | | |
| Whisky and all other spirits. | 407 | 61 30 | 2,474 | 362 22 | | |
| Merchandise (not enumerated) | 34,643 | 5,262 01 | 33,360 | 4,893 61 | 5,967 | 467 05 |
| Total, Class No. 4. | 57,224 | 9,525 86 | 60,719 | 9,365 12 | 11,160 | 1,010 83 |
| <i>Class No. 5.</i> | | | | | | |
| Bark. | | | | | | |
| Barrels, empty. | | | 1,339 | 161 61 | 32 | 1 31 |
| Boat knees. | | | | | | |
| Floats. | | | | | | |
| Firewood, in vessels. | 3,705 | 178 99 | 120,457 | 7,561 04 | 155,902 | 5,188 19 |
| " in rafts. | | | | | | |
| Lumber, sawn, in vessels. | 85,592 | 15,253 15 | 42,687 | 1,240 09 | 30,041 | 1,764 83 |
| " in rafts. | 3 | 0 45 | 1,156 | 35 22 | | |
| Hoops. | | | | | | |
| Railway ties, in vessels. | 688 | 85 00 | | | 1,238 | 98 81 |
| " in rafts. | | | 611 | 48 88 | | |
| Masts, spars and telegraph poles, in vessels. | 7 | 0 50 | | | | |
| Masts, spars and telegraph poles, in rafts. | | | | | | |
| Square timber, in vessels. | 26,324 | 3,948 60 | 20,518 | 512 95 | 63 | 2 10 |
| " in rafts. | | | 860 | 35 50 | 744 | 27 49 |
| Woodenware and wood partly manufactured. | | | 5,357 | 135 26 | 256 | 8 55 |
| Shingles. | 54 | 38 46 | 45 | 16 20 | | |
| Split posts and fence rails, in vessels. | | | 74 | 15 28 | 91 | 20 77 |
| " in rafts. | | | 10 | 1 00 | | |
| Saw-logs. | 1,711 | 82 62 | | | | |
| Staves and headings, barrel. | | | 81 | 14 42 | | |
| " " pipe. | | | | | | |
| " " West India. | | | | | | |
| " " salt barrel. | | | | | | |
| Traverses. | | | | | | |
| Hop poles. | | | 2 | 0 10 | | |
| Total, Class No. 5. | 118,084 | 19,587 77 | 193,197 | 9,777 55 | 188,367 | 7,112 15 |

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A—Continued.

of Tolls hitherto collected, now free, during the Season of Navigation in 1903.

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canals | | Trent Valley Canals. | | Sault Ste. Marie Canal. |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|---------|----------------------|---------|-------------------------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | |
| 3 | 0 08 | | | | | | | | | |
| 14 | 0 36 | 14 | 2 07 | 216 | 22 93 | 21 | 0 21 | 6 | 0 18 | |
| 314 | 7 91 | 39 | 7 18 | 32 | 2 88 | 26 | 0 26 | | | 349 |
| 32 | 0 83 | 2 | 0 38 | 2 | 0 18 | | | | | |
| 268 | 6 93 | 100 | 12 10 | 108 | 9 83 | 31 | 0 31 | 3 | 0 05 | 182 |
| 735 | 18 44 | 81 | 14 46 | 66 | 5 88 | 17 | 0 17 | | | 957 |
| 4 | 0 10 | | | | | 50 | 0 50 | | | |
| | | | | 1 | 0 09 | 31 | 0 31 | | | 999 |
| 5 | 0 13 | 1 | 0 14 | 64 | 5 62 | 330 | 3 30 | | | 220 |
| 225 | 5 67 | 2 | 0 28 | 125 | 12 89 | 143 | 1 43 | | | 5,131 |
| 1,297 | 32 53 | 6 | 1 04 | 296 | 26 35 | 550 | 5 50 | | | 710 |
| 800 | 20 08 | 2 | 0 38 | 42 | 4 17 | 11 | 0 11 | | | 219 |
| 6 | 0 15 | 152 | 28 88 | 9 | 0 81 | 118 | 1 18 | | | 66 |
| 70 | 1 77 | 101 | 18 02 | 21 | 1 87 | | | | | |
| | | | | | | | | | | 1 |
| 98 | 2 46 | | | 19 | 1 65 | | | | | 38 |
| 822 | 20 62 | 2 | 0 28 | 310 | 29 85 | 225 | 2 25 | | | 2,445 |
| 19 | 0 48 | | | 7 | 0 62 | | | | | 2 |
| 67 | 1 60 | 4 | 0 48 | 4 | 0 36 | 122 | 1 22 | | | 197 |
| 6 | 0 15 | | | 2 | 0 18 | 2 | 0 02 | | | 1 |
| 2 | 0 05 | 2 | 0 38 | 72 | 6 96 | | | | | 141 |
| 85 | 2 14 | | | 10 | 0 97 | | | | | |
| 556 | 14 00 | 6 | 1 09 | 222 | 19 79 | 216 | 2 16 | | | 1,119 |
| 6,276 | 157 05 | 1,724 | 261 26 | 1,978 | 182 91 | 1,186 | 11 86 | 113 | 3 29 | 145,871 |
| 11,704 | 293 62 | 2,238 | 348 42 | 3,601 | 336 79 | 3,079 | 30 79 | 122 | 3 52 | 158,648 |
| | | | | | | | | | | |
| | | | | 6 | 0 52 | 13 | 0 13 | 106 | 4 15 | 84 |
| 32 | 0 78 | 64 | 8 04 | 85 | 6 37 | 106 | 1 06 | | | 35 |
| | | 32,568 | 359 34 | 200 | 3 50 | | | 12,029 | 98 39 | |
| 3,288 | 27 40 | 12,698 | 418 03 | 8,958 | 172 10 | 316 | 3 16 | 15,086 | 253 92 | 355 |
| | | | 81 | 1 | 1 71 | | | | | 44 |
| 3,041 | 34 20 | 332,563 | 23,501 60 | 17,833 | 1,301 25 | 17,639 | 176 39 | 3,062 | 51 51 | 51,044 |
| | | 400 | 42 00 | | | | | 1,377 | 30 00 | |
| | | 1 | 0 09 | | | | | | | |
| 1,001 | 10 01 | 139 | 12 41 | 497 | 52 09 | 160 | 1 60 | 880 | 17 40 | 4 |
| | | | | | | | | | | |
| 24 | 0 16 | | | 220 | 8 55 | 238 | 2 38 | | | 10 |
| | | | | | | | | | | |
| | | 2,160 | 30 71 | 300 | 15 00 | | | | | 149 |
| | | 1,454 | 16 29 | 400 | 7 48 | 481 | 4 81 | 357 | 2 12 | 3,360 |
| | | | | | | | | 50 | 0 50 | 5 |
| | | | | 5 | 0 41 | | | | | 66 |
| 51 | 4 17 | 14 | 2 68 | 271 | 71 19 | 465 | 4 65 | 18 | 2 55 | 11,682 |
| | | | | | | 2,094 | 20 94 | | | 1 |
| | | 773 | 17 00 | 307 | 7 00 | 270 | 2 70 | 7,492 | 62 99 | 9,987 |
| | | | | | | 15 | 0 15 | | | |
| | | | | | | | | | | |
| | | | | 20 | 0 13 | | | | | |
| | | | | | | | | | | |
| 7,437 | 76 72 | 382,834 | 24,408 19 | 29,183 | 1,647 33 | 21,797 | 217 97 | 40,477 | 523 53 | 76,826 |

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APPENDIX

No. (A) 14—STATEMENT of Traffic on the undermentioned Canals, and

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|-------------------------------------------------------------------|----------------|------------|----------------------|------------|----------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Special Class.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Coal..... | 147,884 | 29,576 80 | 316,423 | 44,973 49 | 79,894 | 7,779 94 |
| Kryolite or chemical ore..... | | | 464 | 23 20 | 348 | 16 68 |
| Iron ore..... | 18,323 | 916 15 | | | 1,999 | 99 95 |
| Stone, unwrought, not suitable for cutting..... | 1,356 | 50 64 | 9,867 | 201 15 | | |
| Ice..... | 1,080 | 38 13 | | | | |
| Total, Special Class..... | 168,643 | 30,576 72 | 326,754 | 45,197 84 | 82,241 | 7,896 57 |
| Total freight and tolls..... | 901,369 | 119,807 25 | 1,183,560 | 97,621 92 | 346,571 | 21,124 69 |
| Timber and other wood, free..... | 40,637 | 2,766 16 | | | | |
| Wheat, corn, flour, iron, salt, coal, &c., free..... | 60,913 | 9,079 40 | 497,646 | 48,618 93 | | |
| Grand totals, passengers and tonnage of vessels not included..... | 1,002,919 | 131,652 81 | 1,681,206 | 146,240 85 | 346,571 | 21,124 69 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

SESSIONAL PAPER No. 20

A—Continued.

the Amount of Tolls heretofore collected, now free, &c.—Continued.

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | | Sault Ste. Marie Canal. |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|----------|----------------------|----------|-------------------------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | |
| 1,057 | 19 85 | 552 | 22 29 | 8,245 | 289 13 | 37,760 | 377 60 | ..... | ..... | 998,780 |
| ..... | ..... | ..... | ..... | ..... | ..... | 11 | 0 11 | ..... | ..... | 17,491 |
| ..... | ..... | ..... | ..... | ..... | ..... | 5 | 0 05 | ..... | ..... | 2,683,500 |
| 841 | 8 41 | ..... | ..... | ..... | ..... | 5,381 | 53 81 | ..... | ..... | 1,072 |
| | | | | | | | | | | |
| 1,898 | 28 26 | 552 | 22 29 | 8,245 | 289 13 | 43,157 | 431 57 | ..... | ..... | 3,700 843 |
| | | | | | | | | | | |
| 30,339 | 575 46 | 408,623 | 26,392 62 | 60,782 | 2,883 09 | ..... | ..... | 42,407 | 1,508 07 | 5,511,868 |
| ..... | ..... | 27,850 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 338 | 9 02 | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | |
| 30,389 | 575 46 | 436,473 | 26,392 62 | 61,120 | 2,892 11 | 90,864 | 3,293 34 | 42,407 | 1,508 07 | 5,511,868 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

4-5 EDWARD VII., A. 1905

SUPPLEMENTARY APPENDIX

No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during of each description of property passed through and

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|------------------------------------------------------|----------------|-----------|----------------------|-----------|----------------|----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | | \$ cts. | | \$ cts. | | \$ cts. |
| Vessels of all kinds..... | 1,036,996 | 16,890 60 | 2,387,213 | 20,304 93 | 343,008 | 3,601 75 |
| Passengers..... | No. 1,479 | 145 04 | No. 109,506 | 5,262 62 | No. 2,182 | 32 80 |
| <i>Forest—Produce of Wood.</i> | | | | | | |
| | Tons. | | Tons. | | Tons. | |
| Bark..... | | | | | | |
| Boat knees..... | | | | | | |
| Floats..... | | | | | | |
| ".....Free | | | | | | |
| Firewood..... | 3,705 | 178 99 | 120,457 | 7,561 04 | 155,902 | 5,188 29 |
| ".....Free | 40,026 | | | | | |
| Hoops and hop poles..... | | | 2 | 0 10 | | |
| Lumber, sawed..... | 85,595 | 15,253 60 | 43,843 | 1,275 31 | 30,041 | 1,764 83 |
| ".....Free | | | | | | |
| Masts, spars, &c..... | 7 | 0 50 | 20,518 | 512 95 | 63 | 2 10 |
| Railway ties..... | 688 | 85 00 | 611 | 48 88 | 1,238 | 98 81 |
| ".....Free | 611 | | | | | |
| Saw-logs..... | 1,711 | 82 62 | | | | |
| Staves, all kinds..... | | | 81 | 14 42 | | |
| Shingles..... | 54 | 38 46 | 74 | 15 28 | 91 | 20 77 |
| Split posts and rails..... | | | 10 | 1 00 | | |
| Timber, square..... | 26,324 | 3,948 60 | 6,217 | 170 76 | 1,000 | 36 04 |
| ".....Free | | | | | | |
| Traverses..... | | | | | | |
| Total..... | 158,721 | 19,587 77 | 191,813 | 9,599 74 | 188,335 | 7,110 84 |
| <i>Farm Stock.</i> | | | | | | |
| Cattle..... | | | 423 | 28 45 | 187 | 6 57 |
| Hogs..... | | | 29 | 1 44 | | |
| Horses..... | 2 | 0 40 | 1,217 | 69 99 | 37 | 1 35 |
| Sheep..... | | | 101 | 6 92 | 150 | 5 15 |
| Total..... | 2 | 0 40 | 1,770 | 106 80 | 374 | 13 07 |
| <i>Produce of Animals.</i> | | | | | | |
| Bones..... | | | 394 | 52 72 | 3 | 0 20 |
| Horns and hoofs, hides and skins, raw..... | | | 73 | 4 81 | | |
| ".....Free | 6 | | | | | |
| Lard and lard oil..... | 9 | 1 35 | 505 | 69 17 | | |
| Meats, other than pork..... | 1 | 0 15 | 89 | 9 48 | | |
| ".....Free | 1 | | | | | |
| Pork..... | 159 | 31 45 | 883 | 65 59 | 5 | 0 19 |
| Tallow..... | 106 | 16 80 | 2 | 0 30 | | |
| ".....Free | | | 3 | | | |
| Wool..... | 482 | 96 40 | 20 | 2 85 | | |
| Agricultural products not enumerated, animal..... | 1 | 0 15 | 5,234 | 561 41 | | |
| Total..... | 765 | 146 30 | 7,203 | 766 33 | 8 | 0 39 |

SESSIONAL PAPER No. 20

A.—Continued.

the Season of Navigation ended December 31, 1903, showing the Total Quantity the amount of Tolls heretofore collected, now free.

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | | Sault Ste. Marie Canal. |
|---------------|---------|----------------|-----------|---------------|----------|--------------------|----------|----------------------|---------|-------------------------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | Free. |
| 215,580 | 261 21 | 266,474 | 2,827 24 | 169,579 | 1,743 07 | 119,093 | 2,384 70 | 148,628 | 710 55 | 4,762,746 |
| No. 24,345 | 298 31 | No. 16,424 | 219 35 | No. 15,501 | 373 61 | No. ..... | ..... | No. 34,976 | 252 39 | 32,410 |
| Tons. | | Tons. | | Tons. | | Tons. | | Tons. | | |
| ..... |  | ..... |  | ..... |  | ..... |  | ..... |  | 84 |
| ..... |  | 32,568 | 359 34 | 200 | 3 50 | ..... |  | 12,029 | 98 39 | ..... |
| ..... |  | 15,330 |  | ..... |  | ..... |  | ..... |  | ..... |
| 3,288 | 27 40 | 12,698 | 418 03 | 9,039 | 173 81 | 316 | 3 16 | 15,086 | 253 92 | 399 |
| ..... |  | 1 | 0 09 | ..... |  | ..... |  | ..... |  | ..... |
| 3,041 | 34 20 | 332,963 | 23,543 60 | 17,833 | 1,301 25 | 17,639 | 176 39 | 4,459 | 81 51 | 51,044 |
| ..... |  | 120 |  | ..... |  | ..... |  | ..... |  | ..... |
| 24 | 16 | ..... |  | 520 | 23 55 | 238 | 2 38 | ..... |  | 159 |
| 1,001 | 10 01 | 139 | 12 41 | 497 | 52 09 | 160 | 1 60 | 880 | 17 40 | 4 |
| ..... |  | 773 | 17 00 | 307 | 7 00 | 270 | 2 70 | 7,492 | 62 99 | 9,987 |
| ..... |  | ..... |  | ..... |  | 15 | 0 15 | ..... |  | ..... |
| 51 | 4 17 | 14 | 2 68 | 271 | 71 19 | 465 | 4 65 | 18 | 2 55 | 11,682 |
| ..... |  | 3,614 | 47 00 | 400 | 7 48 | 2,094 | 20 94 | ..... |  | ..... |
| ..... |  | 12,400 |  | ..... |  | 481 | 4 81 | 407 | 2 62 | 3,365 |
| ..... |  | ..... |  | 20 | 0 13 | ..... |  | ..... |  | ..... |
| 7,405 | 75 94 | 410,620 | 24,400 15 | 29,093 | 1,640 52 | 21,691 | 216 91 | 40,477 | 523 53 | 76,725 |
| | | | | | | | | | | |
| ..... |  | 586 | 46 73 | 1 | 0 03 | 13 | 0 13 | ..... |  | 26 |
| ..... |  | 135 | 10 53 | ..... |  | ..... |  | 219 | 2 19 | 1 |
| 8 | 0 16 | 259 | 13 68 | 16 | 0 46 | ..... |  | ..... |  | 34 |
| ..... |  | 430 | 37 38 | 2 | 0 05 | 4 | 0 04 | ..... |  | ..... |
| 8 | 0 16 | 1,410 | 108 32 | 19 | 0 54 | 17 | 0 17 | 219 | 2 19 | 61 |
| | | | | | | | | | | |
| ..... |  | 5 | 0 30 | ..... |  | ..... |  | ..... |  | ..... |
| 36 | 0 39 | 17 | 1 70 | 4 | 0 11 | ..... |  | ..... |  | 135 |
| | | | | | | | | | | |
| 248 | 4 73 | ..... |  | 28 | 0 86 | 10 | 0 10 | ..... |  | 2 |
| 33 | 0 65 | ..... |  | 17 | 0 50 | 89 | 0 89 | ..... |  | ..... |
| | | | | | | | | | | |
| 20 | 0 38 | 7 | 0 65 | 103 | 2 55 | 132 | 1 32 | ..... |  | 4 |
| 30 | 0 58 | 11 | 1 08 | 7 | 0 17 | 3 | 0 03 | ..... |  | ..... |
| | | | | | | | | | | |
| 36 | 0 71 | ..... |  | 2 | 0 06 | ..... |  | ..... |  | 2,061 |
| 182 | 3 53 | 3,119 | 271 92 | 2,091 | 162 60 | 6 | 0 06 | | | |
| 585 | 11 27 | 3,159 | 275 65 | 2,252 | 166 85 | 240 | 2 40 | | | 2,202 |

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No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|---------------------------------------------------|----------------|-----------|----------------------|-----------|----------------|----------|
| | Tons. | Tolla. | Tons. | Tolla. | Tons. | Tolla. |
| <i>Agricultural Products.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Agricultural products not enumerated, vegetables. | 1 | 0 20 | 2,359 | 343 36 | 4 | 0 40 |
| Apples. | 14,656 | 1,465 60 | 7,992 | 1,100 85 | 699 | 47 64 |
| Barley. | Free | | 7,095 | 555 75 | | |
| " | Free | | 2,206 | | | |
| Buckwheat | | | 802 | 56 69 | | |
| Cotton, raw | 23 | | 25 | 3 58 | | |
| " | Free | | | | | |
| Corn | 210,758 | 21,075 80 | 125,701 | 4,007 38 | 17 | 1 70 |
| " | Free | | 123,864 | | | |
| Flax and Hemp | 1,905 | 285 50 | 83 | 12 45 | | |
| Flour | 25,998 | 4,540 63 | 17,762 | 1,358 58 | 955 | 33 45 |
| " | Free | | 16,151 | | | |
| Hay, pressed | | | 7,434 | 347 00 | 34,856 | 2,879 46 |
| Meals, all kinds | 13,909 | 2,781 20 | 596 | 42 95 | | |
| " | Free | | 348 | | | |
| Manilla | 17 | | 77 | 14 77 | | |
| Oats | 7,911 | 802 96 | 17,033 | 1,032 36 | 1,317 | 43 97 |
| " | Free | | 2,438 | | | |
| Pease | 85 | 8 50 | 1,346 | 104 85 | 13 | 0 44 |
| " | Free | | 63 | | | |
| Potatoes | | | 148 | 9 75 | 6 | 0 21 |
| Rye | 4,904 | 490 40 | 8,693 | 392 04 | | |
| " | Free | | 4,260 | | | |
| Seeds,—Flax, Clover and Grass. | 3,703 | 374 65 | 13,070 | 473 79 | 6 | 0 20 |
| " | Free | | 3,643 | | | |
| Tobacco, raw | 325 | | 44 | 5 27 | | |
| " | Free | | | | | |
| Wheat. | 259,031 | 25,971 01 | 204,363 | 6,918 91 | | |
| " | Free | | 226,746 | | | |
| Total | 543,228 | 57,796 45 | 794,341 | 16,780 33 | 37,873 | 3,007 47 |
| <i>Manufactures.</i> | | | | | | |
| Ashes, pot and pearl. | 14 | 2 80 | 177 | 44 99 | | |
| " | Free | | 2 | | | |
| Agricultural implements. | 46 | 9 20 | 183 | 19 30 | 89 | 3 75 |
| " | Free | | 58 | | | |
| Barrels, empty | | | 1,339 | 161 61 | 32 | 1 31 |
| Bricks | 200 | 23 68 | 8,371 | 500 23 | 38 | 2 41 |
| " | Free | | | | | |
| Cement and water lime. | 1 | 0 15 | 9,029 | 1,146 80 | 1,702 | 114 25 |
| " | Free | | | | | |
| Crockery and earthenware. | 159 | 23 85 | 430 | 78 66 | 51 | 5 10 |
| " | Free | | | | | |
| Furniture | 13 | 2 60 | 1,966 | 319 06 | 4 | 0 40 |
| " | Free | | 3 | | | |
| Glass, all kinds | 55 | 0 09 | 2,839 | 554 48 | | |
| " | Free | | 15 | | | |
| Iron, railway | 207 | 73 95 | 43,477 | 6,477 67 | 369 | 34 59 |
| " | Free | | | | | |
| " pig | 39,641 | 26 55 | 4,436 | 563 79 | 338 | 33 80 |
| " | Free | | | | | |
| " all other | 5,230 | 897 96 | 36,116 | 2,906 57 | 8 | 0 54 |
| " | Free | | 2,542 | | | |
| Molasses. | 322 | 61 10 | 660 | 72 06 | 175 | 14 16 |
| " | Free | | 240 | | | |
| Nails | 1,054 | 159 05 | 5,048 | 913 49 | 54 | 1 88 |
| " | Free | | 19 | | | |
| Oil | 17,508 | 3,483 05 | 2,480 | 416 80 | 108 | 4 19 |
| " | Free | | 14,619 | | | |
| Oil cake | 1,994 | 398 80 | 9,441 | 473 60 | | |
| " | Free | | 462 | | | |

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Canals and the amount of Tolls collected, &c.—*Continued.*

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | | Sault Ste. Marie Canal. |
|---------------|---------|----------------|---------|---------------|---------|--------------------|---------|----------------------|---------|-------------------------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | Free. |
| 697 | 13 31 | 13 | 1 14 | 14 | 0 40 | 131 | 1 31 | | | |
| 1,349 | 25 41 | 249 | 14 69 | 81 | 2 18 | 134 | 1 34 | | | 2,976 |
| 1,004 | 18 85 | | | 40 | 0 94 | 16 | 0 16 | | | 28,192 |
| 92 | 1 74 | 7 | 0 69 | 2 | 0 05 | 2 | 0 02 | | | 1,248 |
| 12 | 0 24 | | | 111 | 2 69 | 273 | 2 73 | | | 1,260 |
| 20 | 0 38 | | | 2 | 0 05 | | | | | 1,765 |
| 73 | 1 40 | 78 | 6 20 | 538 | 13 61 | 2,234 | 22 34 | | | 312,210 |
| | | 3,422 | 322 98 | 1,500 | 35 34 | 1,026 | 10 26 | | | 1,891 |
| 129 | 2 50 | | | 150 | 3 78 | 793 | 7 93 | 7 | 0 07 | 14,406 |
| | | | | 1 | 0 09 | 31 | 0 31 | | | 999 |
| 206 | 3 88 | 935 | 84 27 | 934 | 37 25 | 2,996 | 29 96 | | | 35,289 |
| 198 | 3 72 | 1 | 0 06 | | | | | 291 | 2 91 | |
| 8 | 0 16 | 295 | 19 39 | 33 | 1 02 | 6,067 | 60 87 | | | 227 |
| 350 | 6 57 | | | | | | | | | 2,725 |
| 336 | 6 43 | 1 | 0 10 | 23 | 0 66 | | | | | 67,851 |
| | | | | 11 | 0 33 | 18 | 0 18 | | | |
| 782 | 14 70 | | | 868 | 20 31 | | | 1,226 | 12 26 | 967,018 |
| 5,256 | 99 29 | 5,001 | 449 52 | 4,308 | 118 70 | 13,741 | 137 41 | 1,524 | 15 24 | 1,438,057 |
| 3 | 0 08 | | | | | | | | | |
| 14 | 0 36 | 14 | 2 07 | 216 | 22 93 | 21 | 0 21 | 6 | 0 16 | |
| 32 | 0 78 | 64 | 8 04 | 85 | 6 37 | 106 | 1 06 | | | 35 |
| 224 | 4 23 | 2 | 0 12 | 223 | 5 78 | 1,284 | 12 84 | 60 | 0 60 | 684 |
| 137 | 2 59 | 176 | 3 52 | 881 | 23 27 | 1,796 | 17 96 | | | 14,878 |
| 314 | 7 91 | 39 | 7 18 | 32 | 2 88 | 26 | 0 26 | | | 349 |
| 268 | 6 93 | 100 | 12 10 | 108 | 9 83 | 31 | 0 31 | 3 | 0 05 | 182 |
| 735 | 18 44 | 81 | 14 46 | 66 | 5 88 | 17 | 0 17 | | | 957 |
| 936 | 17 63 | | | 2 | 0 06 | 212 | 2 12 | | | 48,262 |
| 29 | 0 55 | | | 173 | 4 31 | 10 | 0 10 | | | 15,621 |
| 1,212 | 22 93 | 67 | 4 37 | 543 | 14 63 | 268 | 2 68 | 5 | 0 05 | 16,229 |
| 5 | 0 13 | 1 | 0 14 | 64 | 5 62 | 330 | 3 30 | | | 220 |
| 225 | 5 67 | 2 | 0 28 | 125 | 12 89 | 143 | 1 43 | | | 5,131 |
| 1,297 | 32 63 | 6 | 1 04 | 296 | 26 35 | 550 | 5 50 | | | 710 |
| 1 | 0 02 | | | 6 | 0 24 | | | | | 1,576 |

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No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|-----------------------------------------------------------------------|----------------|------------|----------------------|------------|----------------|-----------|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| <i>Manufactures—Concluded.</i> | | \$ cts. | | \$ cts. | | \$ cts. |
| Paint..... | 52 | 8 05 | 1,519 | 272 70 | | |
| ".....Free. | 158 | | 5 | | | |
| Pitch and tar..... | | | 474 | 57 52 | 2,018 | 201 80 |
| Resin ".....Free. | 58 | | | | | |
| ".....Free. | 20 | 4 00 | 1,931 | 106 34 | 2,482 | 296 62 |
| ".....Free. | 1 | | 20 | | | |
| Soda ash..... | 32 | 4 80 | 1,368 | 271 33 | | |
| ".....Free. | 264 | | | | | |
| Spirits, whisky, &c..... | 407 | 61 30 | 2,474 | 362 22 | | |
| ".....Free. | 452 | | 2 | | | |
| Steel "..... | 754 | 100 23 | 5,787 | 408 99 | | |
| ".....Free. | 332 | | | | | |
| Sugar..... | 1,435 | 215 25 | 2,814 | 477 54 | 137 | 8 38 |
| ".....Free. | 204 | | | | | |
| Tin "..... | | | 861 | 161 40 | | |
| ".....Free. | 209 | | | | | |
| White lead..... | | | 355 | 66 20 | | |
| ".....Free. | 80 | | | | | |
| Turpentine..... | | | 73 | 7 54 | 42 | 4 20 |
| ".....Free. | 1 | | | | | |
| Whiting..... | | | 635 | 166 55 | | |
| ".....Free. | 22 | | | | | |
| Woodenware..... | | | 45 | 16 20 | | |
| Total..... | 85,647 | 5,565 37 | 162,515 | 17,023 64 | 7,647 | 727 38 |
| <i>Merchandise.</i> | | | | | | |
| Brimstone (crude)..... | | | 2,014 | 204 09 | | |
| ".....Free. | 23 | | | | | |
| Clay, lime and sand..... | 2,363 | 168 03 | 53,857 | 2,364 30 | 23,438 | 1,843 13 |
| ".....Free. | 481 | | | | | |
| Coal..... | 147,884 | 29,576 80 | 316,423 | 44,973 49 | 79,894 | 7,779 54 |
| ".....Free. | 401 | | 99,219 | | | |
| Dye woods and dye stuffs..... | | | 68 | 7 74 | 33 | 3 30 |
| Fish..... | 36 | 5 40 | 145 | 14 38 | | |
| ".....Free. | 8 | | | | | |
| Gypsum..... | | | 1,123 | 14 11 | | |
| Ores (all kinds)..... | 18,323 | 916 15 | 464 | 23 20 | 2,347 | 116 63 |
| Marble..... | 1,460 | 219 00 | 7 | 0 70 | | |
| Rags..... | 4 | 0 80 | 637 | 74 40 | | |
| ".....Free. | 29 | | 4 | | | |
| Salt..... | 2,554 | 479 00 | 5,407 | 560 76 | 655 | 55 49 |
| ".....Free. | 87 | | 132 | | | |
| Stone (all kinds)..... | 1,356 | 50 64 | 10,122 | 214 20 | | |
| ".....Free. | 150 | | | | | |
| All other goods and merchandise (not enumerated)..... | 35,723 | 5,295 14 | 33,360 | 4,893 61 | 5,967 | 467 05 |
| ".....Free. | 3,674 | | 582 | | | |
| Total..... | 214,556 | 36,710 96 | 523,564 | 53,345 08 | 112,334 | 10,265 54 |
| Grand totals (passengers and tonnage of vessels not included)..... | 1,002,919 | 136,842 89 | 1,681,206 | 123,189 47 | 346,571 | 24,759 24 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

SESSIONAL PAPER No. 20

Canals and the amount of Tolls collected, &c.—*Concluded.*

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | | Sault St. Marie Canal. |
|---------------|----------|----------------|-----------|---------------|----------|--------------------|----------|----------------------|----------|------------------------|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. |
| | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | | \$ cts. | Free. |
| 800 | 20 08 | 2 | 0 38 | 42 | 4 17 | 11 | 0 11 | | | 219 |
| 6 | 0 15 | 152 | 28 88 | 9 | 0 81 | 118 | 1 18 | | | 66 |
| | | | | | | | | | | 1 |
| 98 | 2 46 | | | 19 | 1 65 | | | | | 38 |
| 556 | 14 00 | 6 | 1 09 | 222 | 19 79 | 216 | 2 16 | | | 1,119 |
| 321 | 6 10 | 6 | 0 51 | 85 | 2 04 | 6 | 0 06 | | | 1,556 |
| 822 | 20 62 | 2 | 0 28 | 310 | 29 85 | 225 | 2 25 | | | 2,445 |
| 67 | 1 69 | 4 | 0 48 | 4 | 0 36 | 122 | 1 22 | | | 197 |
| 2 | 0 06 | 2 | 0 38 | 72 | 6 96 | | | | | 141 |
| 6 | 0 15 | | | 2 | 0 18 | 2 | 0 02 | | | 1 |
| 85 | 2 14 | | | 10 | 0 97 | | | | | |
| | | | | 5 | 0 44 | | | | | 66 |
| 8,195 | 188 22 | 726 | 85 32 | 3,600 | 208 26 | 5,494 | 54 94 | 74 | 0 88 | 110,683 |
| | | | | | | | | | | |
| 20 | 0 39 | 13,173 | 771 41 | 8,874 | 207 56 | 84 | 0 84 | | | 15,435 |
| 1,057 | 19 85 | 552 | 22 29 | 8,245 | 289 13 | 37,760 | 377 00 | | | 998,780 |
| 32 | 0 83 | 2 | 0 38 | 338 | 2 | 0 18 | | | | |
| | | 5 | 0 30 | 91 | 2 16 | 4,036 | 40 36 | | | 1,280 |
| | | | | | | | | | | |
| | | | | | | 375 | 3 75 | | | |
| | | | | | | 16 | 0 16 | | | 2,700,991 |
| 4 | 0 10 | | | | | 50 | 0 50 | | | |
| 70 | 1 77 | 101 | 18 02 | 21 | 1 87 | | | | | |
| 612 | 11 53 | | | 2,280 | 63 72 | 648 | 6 48 | | | 20,679 |
| 869 | 9 06 | | | 10 | 0 69 | 5,526 | 55 26 | | | 1,104 |
| | | | | | | | | | | |
| 6,276 | 157 05 | 1,724 | 261 26 | 1,978 | 182 91 | 1,186 | 11 86 | 113 | 3 29 | 145,871 |
| | | | | | | | | | | |
| 8,940 | 200 58 | 15,557 | 1,073 66 | 21,848 | 748 22 | 49,681 | 496 81 | 113 | 3 29 | 3,884,140 |
| | | | | | | | | | | |
| 30,389 | 1,134 98 | 436,473 | 29,439 21 | 61,120 | 4,999 77 | 90,864 | 3,293 34 | 42,407 | 1,508 07 | 5,511,868 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

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APPENDIX A—Continued.
No. (A) 16.—STATEMENT showing the amount of Tolls accrued each month during the Season of Navigation ended December 31, 1903.

| Canals and Offices. | January | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|---------------------------------|---------|---------|----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| WELLAND CANAL. | | | | | | | | | | | | |
| Chippewa..... | | | | 9 02 | 14 53 | 28 52 | 32 74 | 22 15 | 4 57 | 5 86 | ..... | 117 39 |
| Colborne..... | | | 4,898 36 | 13,106 25 | 15,988 60 | 12,833 17 | 11,824 70 | 10,721 48 | 15,901 53 | 10,386 41 | 1,013 89 | 96,574 89 |
| Dalhousie..... | | | 3,076 01 | 7,353 98 | 5,807 24 | 4,767 12 | 5,031 91 | 4,769 25 | 5,954 95 | 2,119 43 | 43 25 | 38,923 14 |
| Dunville..... | | | 0 50 | 235 49 | 141 45 | 110 21 | 145 40 | 133 89 | 102 78 | 133 95 | 8 00 | 1,011 67 |
| St. Catharines..... | | 0 42 | 0 50 | 39 23 | 21 16 | 38 73 | 44 14 | 21 29 | 32 82 | 18 01 | ..... | 216 30 |
| Total, Welland Canal..... | | 0 42 | 7,975 37 | 20,743 97 | 21,872 98 | 17,777 75 | 17,078 89 | 15,668 06 | 21,996 65 | 12,653 66 | 1,065 14 | 136,842 89 |
| ST. LAWRENCE CANAL. | | | | | | | | | | | | |
| Beauharnois..... | | | | 24 98 | 23 79 | 28 85 | 20 25 | 29 41 | 19 53 | 6 13 | ..... | 153 02 |
| Cardinal..... | | | | 568 25 | 142 74 | 520 67 | 319 78 | 245 40 | 228 46 | 229 28 | 5 94 | 2,260 52 |
| Cornwall..... | | | | 6,844 95 | 8,606 05 | 6,747 53 | 7,717 24 | 6,416 52 | 5,150 28 | 2,383 83 | 184 41 | 44,050 81 |
| Kingston..... | | | 517 64 | 1,544 55 | 1,528 29 | 2,463 36 | 2,895 07 | 1,809 34 | 2,446 93 | 1,466 13 | ..... | 14,671 81 |
| Lachine..... | | | | 383 65 | 555 13 | 846 00 | 788 82 | 591 92 | 527 47 | 240 81 | ..... | 3,933 80 |
| Montreal..... | | | | 5,503 64 | 6,613 34 | 8,531 53 | 8,400 76 | 7,444 77 | 6,515 80 | 4,609 02 | 29 96 | 47,648 82 |
| Soulanges..... | | | | 1,369 12 | 1,619 51 | 1,523 65 | 1,446 82 | 1,131 77 | 2,034 24 | 1,346 08 | ..... | 10,471 19 |
| Total, St. Lawrence Canals..... | | | 517 64 | 16,239 14 | 19,088 85 | 20,661 59 | 21,588 74 | 17,669 16 | 16,922 76 | 10,281 28 | 220 31 | 123,189 47 |
| CHAMBLEY CANAL. | | | | | | | | | | | | |
| Chamblay..... | | | | 825 37 | 1,793 82 | 2,245 36 | 2,285 39 | 1,729 32 | 1,637 71 | 982 79 | ..... | 11,519 76 |
| St. John's..... | | | | 2,114 88 | 2,012 17 | 3,293 20 | 2,059 59 | 1,183 31 | 1,357 67 | 461 22 | ..... | 12,482 04 |
| St. Ours..... | | | 30 27 | 44 00 | 110 12 | 113 66 | 120 33 | 100 61 | 103 06 | 85 40 | ..... | 757 44 |
| Total, Chamblay Canal..... | | | 30 27 | 2,984 25 | 3,916 11 | 5,652 21 | 4,465 31 | 3,013 24 | 3,168 44 | 1,529 41 | ..... | 24,759 24 |
| OTTAWA CANALS. | | | | | | | | | | | | |
| Ottawa..... | | | | 4,342 51 | 4,345 22 | 3,520 51 | 3,069 69 | 2,347 14 | 1,939 75 | 1,322 76 | ..... | 20,877 58 |
| Carleton..... | | | | 41 70 | 40 69 | 40 52 | 16 68 | 11 62 | 20 26 | 27 56 | ..... | 199 03 |
| Grenville..... | | | 8 75 | 456 63 | 942 25 | 894 25 | 1,132 58 | 1,160 15 | 1,142 58 | 744 51 | ..... | 6,531 70 |
| St. Anne's..... | | | 0 85 | 162 15 | 269 84 | 347 52 | 313 71 | 294 12 | 281 55 | 141 16 | ..... | 1,830 90 |
| Total, Ottawa Canals..... | | | 9 60 | 5,002 99 | 5,618 00 | 4,802 80 | 4,572 66 | 3,813 03 | 3,384 14 | 2,285 99 | ..... | 29,439 21 |

SESSIONAL PAPER No. 20

| | | | | | | | | | | | | |
|----------------------------------|--------|-----------|-----------|-----------|-----------|-----------|-----------|------------|--|--|--|--|
| RIDEAU CANAL | | | | | | | | | | | | |
| Kingston Mills | 131 16 | 137 90 | 170 15 | 259 40 | 217 06 | 157 16 | 150 01 | 1,222 76 | | | | |
| Ottawa | 252 35 | 448 92 | 537 42 | 303 06 | 441 97 | 487 80 | 383 21 | 2,834 73 | | | | |
| Smith's Falls | 108 93 | 147 09 | 269 12 | 184 03 | 115 80 | 84 74 | 47 57 | 942 28 | | | | |
| Total, Rideau Canal | 487 44 | 733 81 | 906 69 | 746 49 | 774 85 | 729 70 | 560 79 | 4,999 77 | | | | |
| ST. PETER'S CANAL | | | | | | | | | | | | |
| St. Peter's | 121 17 | 391 42 | 502 73 | 582 99 | 364 09 | 392 02 | 330 04 | 276 80 | | | | |
| Total, St. Peter's | 121 17 | 391 42 | 502 73 | 582 99 | 364 09 | 392 02 | 330 04 | 276 80 | | | | |
| TRENT VALLEY CANALS | | | | | | | | | | | | |
| Bobcaygeon | 12 81 | 91 55 | 75 25 | 79 39 | 51 50 | 47 36 | 34 30 | 449 64 | | | | |
| Buckhorn | 2 50 | 12 12 | 27 06 | 31 45 | 22 74 | 0 50 | 3 10 | 100 96 | | | | |
| Burleigh | 2 50 | 16 45 | 9 83 | 28 19 | 40 23 | 103 69 | 31 45 | 241 63 | | | | |
| Fenelon Falls | 13 40 | 26 25 | 45 89 | 41 30 | 41 75 | 9 50 | 12 45 | 178 09 | | | | |
| Hastings | 1 00 | 4 75 | 7 75 | 7 55 | 8 50 | 4 75 | 12 45 | 34 30 | | | | |
| Peterborough | 2 90 | 76 64 | 121 61 | 122 65 | 81 55 | 38 10 | 12 45 | 508 45 | | | | |
| Total, Trent Valley Canals | 20 71 | 227 76 | 287 38 | 310 53 | 246 27 | 203 90 | 81 30 | 1,508 07 | | | | |
| MURRAY CANAL | | | | | | | | | | | | |
| Brighton | 22 48 | 120 90 | 219 09 | 254 81 | 147 43 | 185 85 | 77 25 | 1,134 98 | | | | |
| Grand total | 28 34 | 51,969 83 | 50,870 24 | 49,600 42 | 41,696 13 | 46,983 46 | 27,769 72 | 325,166 97 | | | | |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

APPENDIX A—Continued.

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended December 31, 1903, and the amount of Tolls heretofore collected, now free.

| Vessels. | Total Number. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|-------------------------------------|---------------|----------------------------------|---------|---------------------------------------|--------|--------------------------------------------|---------|---------------------------------------|---------|-----------|-----------|-------------|------------------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| WELLAND CANAL. | | | | | | | | | | | | | |
| Canadian vessels, steam..... | 700 | 95,950 | 108,222 | 84,490 | 8,096 | 310 | ..... | 7,258 | 58,151 | 188,008 | 174,469 | 362,477 | 5,682 84 |
| " sail..... | 255 | 24,844 | 25,602 | 25,604 | 908 | 607 | ..... | ..... | 26,354 | 51,055 | 51,704 | 102,819 | 2,198 82 |
| Total, Canadian..... | 955 | 120,794 | 133,824 | 110,094 | 9,004 | 917 | ..... | 7,258 | 83,405 | 239,063 | 226,233 | 465,296 | 7,881 66 |
| United States vessels, steam..... | 620 | 175 | 70 | 52,882 | 2,901 | 200,797 | 164,635 | 1,836 | 86,931 | 255,990 | 254,437 | 510,127 | 7,658 09 |
| " sail..... | 212 | 6 | 173 | 12,190 | 1,438 | 18,849 | 12,310 | 601 | 16,006 | 31,646 | 29,927 | 61,573 | 1,370 85 |
| Total, United States..... | 832 | 181 | 243 | 65,072 | 4,339 | 219,646 | 176,945 | 2,437 | 102,937 | 287,636 | 284,364 | 571,700 | 9,028 94 |
| Grand Total, Welland Canal..... | 1,787 | 120,975 | 134,067 | 175,166 | 13,343 | 220,563 | 176,845 | 9,695 | 186,342 | 526,399 | 510,597 | 1,036,966 | 16,860 60 |
| ST. LAWRENCE CANALS. | | | | | | | | | | | | | |
| Canadian vessels, steam..... | 3,561 | 444,024 | 370,857 | 24,031 | ..... | ..... | 114 | ..... | 35,655 | 468,005 | 406,026 | 874,061 | 6,124 74 |
| " sail..... | 4,885 | 636,511 | 507,671 | 37,622 | 368 | ..... | 339 | ..... | 69,496 | 674,133 | 577,874 | 1,252,007 | 12,061 72 |
| Total, Canadian.. | 8,446 | 1,080,535 | 878,528 | 61,653 | 368 | ..... | 453 | ..... | 104,651 | 1,142,188 | 983,900 | 2,126,068 | 18,206 46 |
| United States vessels, steam..... | 808 | 3,182 | 3,715 | 67,354 | ..... | 18,502 | 18,170 | 203 | 68,357 | 89,241 | 90,242 | 179,483 | 1,208 06 |
| " sail..... | 444 | 1,801 | 9,356 | 25,653 | ..... | 342 | 2,086 | 16,379 | 26,625 | 44,175 | 37,467 | 81,642 | 890 41 |
| Total, United States..... | 1,252 | 4,983 | 13,071 | 93,007 | ..... | 18,844 | 20,256 | 16,582 | 94,982 | 133,416 | 127,709 | 261,125 | 2,098 47 |
| Grand Total, St. Lawrence Canals... | 9,698 | 1,085,518 | 891,599 | 164,660 | 368 | 18,844 | 20,709 | 16,582 | 198,629 | 1,275,604 | 1,111,609 | 2,387,213 | 20,304 93 |

CHAMBLY CANAL

| CHAMBLY CANAL. | | | | | | | | | | | | | |
|------------------------------------|-------|--------|---------|---------|--------|-------|-------|-------|---------|---------|---------|---------|----------|
| Canadian vessels, steam..... | 337 | 38,945 | 33,925 | ..... | ..... | ..... | ..... | ..... | 28 | 38,945 | 38,953 | 77,898 | 259 70 |
| " sail | 599 | 6,687 | 7,713 | 6,396 | ..... | ..... | ..... | ..... | 11,754 | 13,063 | 19,467 | 32,550 | 452 24 |
| Total, Canadian..... | 936 | 45,632 | 47,638 | 6,396 | ..... | ..... | ..... | ..... | 11,782 | 52,028 | 58,420 | 110,448 | 711 94 |
| United States vessels, steam | 27 | 89 | ..... | 58 | ..... | ..... | ..... | ..... | 287 | 147 | 287 | 434 | 7 34 |
| " sail | 2,482 | 82 | 2,366 | 98,776 | ..... | ..... | ..... | ..... | 130,912 | 98,858 | 133,268 | 232,126 | 2,882 47 |
| Total, United States | 2,509 | 171 | 2,356 | 98,834 | ..... | ..... | ..... | ..... | 131,199 | 99,005 | 133,555 | 232,560 | 2,889 81 |
| Grand Total, Chamblay Canal..... | 3,445 | 45,803 | 6,994 | 105,230 | ..... | ..... | ..... | ..... | 142,981 | 151,033 | 191,975 | 343,008 | 3,601 75 |
| OTTAWA CANALS. | | | | | | | | | | | | | |
| Canadian vessels, steam | 988 | 40,175 | 96,694 | ..... | ..... | ..... | ..... | ..... | ..... | 40,175 | 96,644 | 136,819 | 887 94 |
| " sail | 977 | 4,010 | 106,941 | ..... | 4,135 | ..... | ..... | ..... | ..... | 4,010 | 113,076 | 117,086 | 1,639 13 |
| Total Canadian | 1,965 | 44,185 | 206,585 | ..... | 4,135 | ..... | ..... | ..... | ..... | 44,185 | 209,720 | 253,905 | 2,527 07 |
| United States vessels, steam..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| " sail | 129 | 1,813 | ..... | ..... | 10,746 | ..... | ..... | ..... | ..... | 1,813 | 10,746 | 12,559 | 300 17 |
| Total United States | 129 | 1,813 | ..... | ..... | 10,746 | ..... | ..... | ..... | ..... | 1,813 | 10,746 | 12,559 | 300 17 |
| Grand Total, Ottawa Canals | 2,094 | 45,998 | 206,585 | ..... | 14,881 | ..... | ..... | ..... | ..... | 45,998 | 220,466 | 266,464 | 2,827 24 |
| RIDEAU CANAL. | | | | | | | | | | | | | |
| Canadian vessels, steam .. | 2,154 | 49,278 | 47,489 | 12,030 | ..... | ..... | ..... | ..... | 13,900 | 61,308 | 61,389 | 122,697 | 980 07 |
| " sail | 1,519 | 18,118 | 18,300 | 436 | 109 | ..... | ..... | ..... | 545 | 18,554 | 18,954 | 37,508 | 604 48 |
| Total Canadian | 3,673 | 67,396 | 65,789 | 12,466 | 109 | ..... | ..... | ..... | 14,445 | 79,862 | 80,343 | 160,205 | 1,584 55 |
| United States vessels, steam | 89 | 189 | 86 | 469 | ..... | ..... | ..... | ..... | 611 | 658 | 697 | 1,355 | 22 86 |
| " sail | 264 | 1,551 | 3,199 | 446 | 2,449 | ..... | ..... | ..... | 374 | 1,997 | 6,022 | 8,019 | 155 66 |
| Total United States | 293 | 1,740 | 3,285 | 915 | 2,449 | ..... | ..... | ..... | 985 | 2,655 | 6,719 | 9,374 | 178 52 |
| Grand Total, Rideau Canal | 3,966 | 69,136 | 69,074 | 13,381 | 2,558 | ..... | ..... | ..... | 15,430 | 82,517 | 87,062 | 169,579 | 1,743 07 |
| ST. PETER'S CANAL. | | | | | | | | | | | | | |
| Canadian vessels, steam | 325 | 23,873 | 19,905 | ..... | ..... | ..... | ..... | ..... | ..... | 23,873 | 19,905 | 43,778 | 875 21 |
| " sail | 1,424 | 35,733 | 38,465 | ..... | ..... | ..... | 328 | ..... | ..... | 36,061 | 38,465 | 74,526 | 1,493 60 |
| Total Canadian | 1,749 | 59,606 | 58,370 | ..... | ..... | ..... | 328 | ..... | ..... | 59,934 | 58,370 | 118,304 | 2,368 81 |

4-5 EDWARD VII., A. 1905

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Concluded.*

| Vessels. | Total Number. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|--------------------------------------|---------------|----------------------------------|--------|---------------------------------------|-------|--------------------------------------------|-------|---------------------------------------|-------|---------|---------|-------------|------------------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| ST. PETER'S CANAL—Concluded | | | | | | | | | | | | | |
| United States vessels, steam..... | 6 | 201 | 224 | | | | | | | 372 | 312 | 684 | \$ 13 68 |
| " sail | 5 | 33 | 49 | | | | 88 | 171 | 23 | 56 | 49 | 105 | 2 21 |
| Total United States | 11 | 234 | 273 | | | | 88 | 194 | | 428 | 361 | 789 | 15 89 |
| Grand Total, St. Peter's Canal..... | 1,760 | 59,840 | 58,643 | | | | 88 | 194 | | 60,312 | 58,731 | 119,093 | 2,384 70 |
| TRENT VALLEY CANALS. | | | | | | | | | | | | | |
| Canadian vessels, steam..... | 2,283 | 60,233 | 60,842 | | | | | | | 60,233 | 60,842 | 121,075 | 636 40 |
| " sail | 316 | 14,300 | 13,253 | | | | | | | 14,300 | 13,253 | 27,553 | 74 15 |
| Total Canadian | 2,599 | 74,533 | 74,095 | | | | | | | 74,533 | 74,095 | 148,628 | 710 55 |
| United States vessels, steam | | | | | | | | | | | | | |
| " sail..... | | | | | | | | | | | | | |
| Total United States. | | | | | | | | | | | | | |
| Grand Total, Trent Valley Canal..... | 2,599 | 74,533 | 74,095 | | | | | | | 74,533 | 74,095 | 148,628 | 710 55 |
| MURRAY CANAL. | | | | | | | | | | | | | |
| Canadian vessels, steam..... | 526 | 80,009 | 73,592 | | | | | | | 107,298 | 97,205 | 204,503 | 212 16 |
| " sail..... | 207 | 3,226 | 3,842 | | | | 157 | 23,456 | 1,087 | 4,587 | 4,929 | 9,516 | 41 73 |
| Total Canadian..... | 733 | 83,235 | 77,434 | | | | 157 | 24,543 | | 111,885 | 102,134 | 214,019 | 253 89 |
| United States vessels, steam | 16 | 96 | 196 | | | | | 86 | | 543 | 319 | 862 | 3 61 |
| " sail..... | 13 | 9 | 265 | | | | | 152 | | 282 | 417 | 699 | 3 71 |
| Total United States. | 29 | 105 | 461 | | | | | 239 | | 825 | 736 | 1,561 | 7 32 |
| Grand Total, Murray Canal | 762 | 83,340 | 77,895 | | | | 157 | 24,781 | | 112,710 | 102,870 | 215,580 | 261 21 |

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| SAULT STE. MARIE CANAL. | | | | | | | | | | | | | |
|-------------------------------------|-------|---------|---------|---------|---------|-----------|-----------|---------|---------|-----------|-----------|-----------|-------|
| Canadian vessels, steam | 2,464 | 454,206 | 513,922 | 118,014 | 82,150 | 6,101 | 2,629 | 128,394 | 134,992 | 706,768 | 733,693 | 1,440,458 | |
| " sail | 247 | 31,086 | 34,784 | 3,110 | 47,691 | ..... | ..... | 52,916 | 5,894 | 87,112 | 88,369 | 165,481 | ..... |
| Total Canadian | 2,711 | 485,342 | 548,706 | 121,124 | 129,841 | 6,101 | 2,629 | 181,310 | 140,886 | 793,877 | 822,062 | 1,615,939 | ..... |
| United States vessels, steam | 1,432 | 4,126 | 3,832 | 6,235 | 36,443 | 1,370,884 | 1,371,485 | 70,885 | 6,095 | 1,452,130 | 1,417,855 | 2,869,985 | ..... |
| " sail | 208 | 601 | 647 | 423 | 11,182 | 126,813 | 120,791 | 16,303 | ..... | 144,202 | 132,620 | 276,822 | ..... |
| Total United States | 1,640 | 4,787 | 4,479 | 6,658 | 47,625 | 1,497,697 | 1,492,276 | 87,188 | 6,095 | 1,596,332 | 1,550,475 | 3,146,807 | ..... |
| Grand Total, Sault Ste. Marie Canal | 4,351 | 490,129 | 553,185 | 127,784 | 177,466 | 1,503,798 | 1,494,905 | 268,498 | 146,981 | 2,390,209 | 2,372,537 | 4,762,746 | ..... |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1903.

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Concluded.*
RECAPITULATION.

| Vessels. | Total Number | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. | |
|---------------------------------------------|-----------------|----------------------------------------|-----------|---------------------------------------------|---------|--------------------------------------------------|-----------|---------------------------------------------|---------|-----------|-----------|----------------|---------------------|-----------|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | |
| CANADIAN VESSELS. | | | | | | | | | | | | | | |
| Steam and Sail. | | | | | | | | | | | | | | |
| Welland..... | 955 | 120,794 | 133,824 | 110,094 | 9,004 | 917 | ..... | 453 | 7,258 | 83,405 | 289,063 | 226,233 | 465,296 | 7,961 66 |
| St. Lawrence..... | 8,446 | 1,080,535 | 878,528 | 61,653 | 368 | ..... | ..... | ..... | ..... | 104,551 | 1,142,188 | 983,900 | 2,126,088 | 18,206 46 |
| Chambly..... | 936 | 45,632 | 46,638 | 6,396 | ..... | ..... | ..... | ..... | ..... | 11,782 | 62,028 | 58,420 | 110,448 | 711 94 |
| Ottawa..... | 1,965 | 44,185 | 206,585 | ..... | 4,135 | ..... | ..... | ..... | ..... | ..... | 209,720 | 283,905 | ..... | 2,527 07 |
| Rideau..... | 3,673 | 67,396 | 65,789 | 12,466 | 109 | ..... | ..... | ..... | ..... | 14,445 | 79,862 | 80,343 | 160,205 | 1,564 55 |
| St. Peter's..... | 1,749 | 59,606 | 58,370 | ..... | ..... | ..... | ..... | ..... | 328 | ..... | 59,934 | 58,370 | 118,304 | 2,368 81 |
| Trent Valley..... | 2,509 | 74,533 | 74,095 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 74,533 | 74,095 | 148,628 | 710 55 |
| Murray..... | 733 | 83,235 | 77,434 | 28,650 | 157 | ..... | ..... | ..... | ..... | 24,543 | 111,885 | 102,184 | 214,019 | 253 89 |
| Sault Ste. Marie..... | 2,711 | 485,342 | 548,706 | 121,124 | 129,841 | 6,101 | 2,629 | 181,310 | 140,886 | 793,877 | 822,062 | 1,616,939 | ..... | ..... |
| Total Canadian..... | 23,767 | 2,061,258 | 2,068,969 | 340,383 | 143,614 | 7,018 | 3,082 | 188,896 | 379,612 | 2,597,555 | 2,615,277 | 5,212,832 | ..... | 34,204 93 |
| UNITED STATES VESSELS. | | | | | | | | | | | | | | |
| Welland..... | 832 | 181 | 243 | 65,072 | 4,339 | 219,646 | 176,845 | 2,437 | 102,937 | 287,336 | 284,864 | 571,700 | ..... | 9,028 94 |
| St. Lawrence..... | 1,252 | 4,983 | 13,071 | 93,007 | ..... | 18,844 | 20,256 | 16,582 | 94,382 | 133,416 | 127,709 | 261,125 | ..... | 2,098 47 |
| Chambly..... | 2,509 | 171 | 2,366 | 98,834 | ..... | ..... | ..... | ..... | 131,199 | 99,006 | 133,555 | 232,560 | ..... | 2,889 81 |
| Ottawa..... | 129 | 1,813 | ..... | ..... | 10,746 | ..... | ..... | ..... | ..... | 1,813 | 10,746 | 12,559 | ..... | 300 17 |
| Rideau..... | 293 | 1,740 | 3,285 | 915 | 2,449 | ..... | ..... | ..... | 985 | 2,655 | 6,719 | 9,374 | ..... | 178 52 |
| St. Peter's..... | 11 | 234 | 273 | ..... | 88 | ..... | ..... | 194 | ..... | 428 | 361 | 789 | ..... | 15 89 |
| Trent Valley..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Murray..... | 29 | 105 | 461 | 720 | ..... | ..... | 37 | ..... | 288 | 825 | 786 | 1,561 | ..... | 7 32 |
| Sault Ste. Marie..... | 1,640 | 4,787 | 4,479 | 6,660 | 47,625 | 1,497,697 | 1,492,276 | 87,188 | 6,085 | 1,596,332 | 1,550,475 | 3,146,897 | ..... | ..... |
| Total United States..... | 6,695 | 14,014 | 24,168 | 265,208 | 65,247 | 1,736,187 | 1,689,414 | 106,401 | 335,836 | 2,121,810 | 2,114,665 | 4,236,475 | ..... | 14,519 12 |
| Grand total Canadian and United States..... | 30,462 | 2,075,272 | 2,113,137 | 605,591 | 208,861 | 1,743,205 | 1,692,496 | 295,297 | 715,448 | 4,719,365 | 4,729,942 | 9,449,307 | ..... | 48,724 06 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

RICHARD DEVLIN,
Compiler of Canal Statistics.

SESSIONAL PAPER No. 20

APPENDIX A—Continued.

No. (A) 18.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1902 and 1903, and the Amount of Tolls hitherto collected, now free, on the same, including Tolls on Vessels and Passengers.

| Canals. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|------------------------|----------------------------------|-----------|---------------------------------------|---------|--------------------------------------------|-----------|---------------------------------------|---------|-----------|-----------|-------------|-------------------|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| 1902. | | | | | | | | | | | | |
| Welland | 38,395 | 178,605 | 11,365 | 25,793 | 44,928 | 224,110 | 66 | 152,125 | 84,754 | 580,633 | 665,387 | \$ cts. 98,001 50 |
| St. Lawrence | 273,520 | 656,642 | 6,944 | 160 | 486 | 990 | 9,499 | 144,892 | 290,449 | 802,684 | 1,093,133 | 65,081 11 |
| Chambly | 12,607 | 16,236 | 254,160 | ... | ... | ... | ... | 96,439 | 266,767 | 112,676 | 379,442 | 22,713 31 |
| Ottawa | 82 | 411,055 | ... | 33,545 | ... | ... | ... | ... | 82 | 444,600 | 444,682 | 24,852 37 |
| Rideau | 28,032 | 10,104 | 4,250 | 4,108 | ... | ... | ... | 4,385 | 32,282 | 18,507 | 50,879 | 3,831 15 |
| St. Peter's | 31,716 | 41,422 | ... | 200 | ... | ... | 200 | ... | 31,916 | 41,622 | 73,538 | 3,034 14 |
| Trent Valley | 29,495 | 12,195 | ... | ... | ... | ... | ... | ... | 29,495 | 12,195 | 41,690 | 1,828 98 |
| Murray | 17,112 | 10,294 | 5,601 | ... | ... | ... | ... | 2,171 | 22,713 | 12,465 | 35,178 | 1,060 80 |
| Sault Ste. Marie | 108,126 | 727,927 | 25,862 | 278,678 | 470,414 | 2,775,636 | 180,478 | 162,217 | 784,910 | 3,944,358 | 4,729,268 | No Tolls. |
| Grand Total | 529,085 | 2,064,480 | 308,212 | 342,484 | 515,828 | 3,000,636 | 190,243 | 562,229 | 1,543,368 | 5,969,829 | 7,513,197 | 220,503 36 |
| 1903. | | | | | | | | | | | | |
| Welland | 64,380 | 180,802 | 51,763 | 30,350 | 149,151 | 221,074 | 4,796 | 291,603 | 270,090 | 732,829 | 1,002,919 | 136,842 89 |
| St. Lawrence | 322,861 | 862,190 | 117,407 | ... | 338 | 5,661 | 18,001 | 364,758 | 458,597 | 1,222,609 | 1,681,206 | 123,189 47 |
| Chambly | 6,534 | 7,975 | 218,667 | ... | ... | ... | ... | 113,495 | 225,101 | 121,470 | 346,571 | 24,769 24 |
| Ottawa | 922 | 396,561 | ... | 38,990 | ... | ... | ... | ... | 485,551 | 485,551 | 485,473 | 29,439 21 |
| Rideau | 24,168 | 21,640 | 1,913 | 6,317 | ... | ... | ... | 7,082 | 26,081 | 35,039 | 61,120 | 4,999 77 |
| St. Peter's | 39,427 | 51,062 | ... | 375 | ... | ... | ... | ... | 39,427 | 51,437 | 90,864 | 3,293 34 |
| Trent Valley | 26,094 | 16,313 | ... | ... | ... | ... | ... | ... | 26,094 | 16,313 | 42,407 | 1,508 07 |
| Murray | 12,118 | 11,585 | 6,066 | ... | ... | ... | ... | 620 | 18,184 | 12,206 | 30,389 | 1,134 98 |
| Sault Ste. Marie | 151,656 | 844,238 | 34,458 | 392,408 | 713,848 | 2,904,081 | 360,659 | 180,460 | 1,250,621 | 4,261,247 | 5,511,868 | No Tolls. |
| Grand Total | 648,150 | 2,391,366 | 430,174 | 408,500 | 863,337 | 3,130,816 | 373,456 | 958,018 | 2,315,117 | 6,888,700 | 9,203,817 | 325,166 97 |

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

4-5 EDWARD VII., A. 1905

No. (A) 19.—COMPARATIVE STATEMENT of the Traffic on all the Canals, for the Years ended December 31, 1902 and 1903.

| Articles. | 1902. | 1903. | Increase. | Decrease. |
|-----------------------------------------------|-----------|-----------|-----------|-----------|
| <i>Class No. 1.</i> | Tons. | Tons. | Tons. | Tons. |
| Canadian vessels, steam | 2,814,214 | 3,383,786 | 569,572 | |
| United States vessels, steam..... | 3,318,779 | 3,562,930 | 244,151 | |
| Canadian vessels, sail | 1,671,481 | 1,829,046 | 157,565 | |
| United States vessels, sail | 767,060 | 673,545 | | 94,115 |
| Total, class No. 1..... | 8,572,134 | 9,449,307 | 971,288 | 94,115 |
| <i>Class No. 2.</i> | No. | No. | No. | No. |
| Passengers | 188,086 | 236,823 | 48,737 | |
| <i>Class No. 3.</i> | Tons. | Tons. | Tons. | Tons. |
| Bricks | 17,934 | 11,086 | | 6,898 |
| Brimstone..... | 785 | 2,014 | 1,229 | |
| Cement and water lime | 22,614 | 28,600 | 5,986 | |
| Clay, lime and sand..... | 102,654 | 117,244 | 14,590 | |
| Fish | 4,339 | 5,593 | 1,254 | |
| Gypsum..... | 831 | 1,498 | 667 | |
| Iron, railway..... | 43,794 | 93,746 | 49,952 | |
| " pig..... | 20,147 | 20,784 | 637 | |
| " all other..... | 54,975 | 59,678 | 4,703 | |
| Steel..... | 2,104 | 8,515 | 6,411 | |
| Salt | 29,451 | 32,844 | 3,393 | |
| Stone, for cutting..... | 3,228 | 359 | | 2,869 |
| Apples..... | 7,695 | 13,480 | 5,785 | |
| Barley..... | 38,137 | 51,003 | 12,866 | |
| Buckwheat | 1,039 | 2,153 | 1,114 | |
| Corn..... | 81,645 | 338,132 | 256,487 | |
| Cotton, raw..... | 24 | 25 | 1 | |
| Flax and hemp..... | 635 | 3,775 | 3,140 | |
| Four..... | 357,104 | 359,848 | 2,744 | |
| Hay, pressed..... | 41,537 | 50,129 | 8,592 | |
| Meals, all kinds..... | 29,321 | 29,989 | 668 | |
| Oil cake..... | 6,677 | 13,018 | 6,341 | |
| Oats..... | 46,717 | 66,621 | 19,904 | |
| Pease..... | 1,820 | 1,934 | 114 | |
| Potatoes | 4,802 | 6,804 | 2,002 | |
| Rye..... | 23,058 | 16,672 | | 6,386 |
| Flax seed..... | 64,665 | 78,162 | 13,497 | |
| Seeds, all kinds..... | 8,303 | 6,828 | | 1,475 |
| Tobacco, raw | 39 | 73 | 34 | |
| Wheat..... | 1,309,218 | 1,433,288 | 124,070 | |
| All other agricultural products, vegetable... | 9,178 | 3,219 | | 5,959 |
| Bones..... | 41 | 402 | 361 | |
| Cattle..... | 1,538 | 1,236 | | 302 |
| Hogs..... | 314 | 384 | 70 | |
| Hides and skins, horns and hoofs..... | 286 | 265 | | 21 |
| Horses..... | 1,258 | 1,573 | 315 | |
| Lard and lard oil | 2,868 | 402 | | 2,066 |
| Meats, other than pork | 141 | 229 | 88 | |
| Pork..... | 1,740 | 1,313 | | 427 |
| Sheep..... | 743 | 687 | | 56 |
| Tallow..... | 478 | 159 | | 319 |
| Wool..... | 2,188 | 2,601 | 413 | |
| All other agricultural products, animal..... | 7,965 | 10,633 | 2,668 | |
| Total, class No. 3..... | 2,354,080 | 2,877,398 | 550,096 | 26,778 |
| <i>Class No. 4.</i> | | | | |
| Ashes, pot and pearl..... | 23 | 194 | 171 | |
| Agricultural implements..... | 873 | 589 | | 284 |
| Crockery and earthenware | 947 | 1,400 | 453 | |
| Dye woods and dye stuffs..... | 142 | 137 | | 5 |
| Furniture | 1,858 | 2,675 | 817 | |
| Glass, all kinds | 3,522 | 4,750 | 1,228 | |
| Marble..... | 1,262 | 1,521 | 259 | |
| Manilla..... | 737 | 1,108 | 371 | |
| Molasses..... | 1,426 | 1,777 | 351 | |
| Nails..... | 7,999 | 11,782 | 3,783 | |
| Oil, in barrels..... | 19,240 | 22,955 | 3,715 | |
| Paint..... | 1,953 | 2,645 | 692 | |
| Pitch and tar..... | 2,273 | 2,843 | 570 | |

SESSIONAL PAPER No. 20

No. (A) 19.—COMPARATIVE STATEMENT of the Traffic on all the Canals for the Years ended Dec. 31, 1902 and 1903.—*Concluded.*

| ARTICLES. | 1902. | 1903. | Increase. | Decrease. |
|-------------------------------------------------------------------|-----------|-----------|-----------|-----------|
| | Tons. | Tons. | Tons. | Tons. |
| <i>Class No. 4—Concluded.</i> | | | | |
| Rags | 847 | 833 | | 14 |
| Resin | 4,639 | 4,434 | | 205 |
| Soda ash | 1,150 | 1,555 | 405 | |
| Sugar | 14,353 | 8,190 | | 6,163 |
| Stone, wrought | 1,407 | 111 | | 1,296 |
| Tin | 2,869 | 1,255 | | 1,614 |
| Turpentine | 290 | 126 | | 164 |
| White lead | 450 | 573 | 122 | |
| Whiting | 664 | 930 | 266 | |
| Whisky and all other spirits | 2,876 | 5,000 | 2,124 | |
| Merchandise, not enumerated | 188,854 | 231,118 | 42,264 | |
| Total, class No. 4 | 260,654 | 308,500 | 57,691 | 9,745 |
| <i>Class No. 5.</i> | | | | |
| Bark | 478 | 209 | | 269 |
| Barrels, empty | 1,067 | 1,693 | 626 | |
| Boat knees | | | | |
| Floats | 61,252 | 44,797 | | 16,455 |
| Firewood, in vessels | 307,172 | 320,765 | 13,593 | |
| " in rafts | 3,222 | 125 | | 3,097 |
| Lumber sawn, in vessels | 557,607 | 583,522 | 25,915 | |
| " in rafts | 1,146 | 2,936 | 1,790 | |
| Hoops | | 1 | 1 | |
| Railway ties, in vessels | 7,653 | 4,603 | | 3,050 |
| " in rafts | 32 | 615 | 583 | |
| Masts, spars and telegraph poles, in vessels | 207 | 499 | 292 | |
| " " in rafts | 25,857 | 21,030 | | 4,827 |
| Square timber, in vessels | 26,281 | 34,286 | 8,005 | |
| " in rafts | 19,593 | 7,522 | | 12,071 |
| Woodenware and wood partly manufactured | 301 | 116 | | 185 |
| Shingles | 9,817 | 12,720 | 2,903 | |
| Split posts and fence rails, in vessels | 374 | 2,105 | 1,731 | |
| " " in rafts | 20 | | | 20 |
| Saw-logs | 24,144 | 20,540 | | 3,604 |
| Staves and headings, barrel | 85 | 96 | 11 | |
| " " pipe | | | | |
| " " West India | | | | |
| " " salt barrel | | | | |
| Traverses | 100 | 20 | | 80 |
| Hop poles | 18 | 2 | | 16 |
| Total, class No. 5 | 1,046,426 | 1,058,202 | 55,450 | 43,674 |
| <i>Special Class.</i> | | | | |
| Coal | 782,053 | 1,590,595 | 808,542 | |
| Kryolite or chemical ore | 19,804 | 18,314 | | 1,490 |
| Iron ore | 2,556,279 | 2,703,827 | 147,548 | |
| Stone, unwrought, not suitable for cutting | 30,193 | 18,517 | | 11,676 |
| Ice | 15 | 1,080 | 1,065 | |
| Total, special class | 3,388,344 | 4,332,333 | 957,155 | 13,166 |
| Total, freight | 7,049,504 | 8,576,433 | 1,526,929 | |
| Timber and other wood, free | 68,615 | 68,487 | | 128 |
| Wheat, corn, flour, iron, salt, coal, &c., free | 395,078 | 558,897 | 163,819 | |
| Grand total, passengers and tonnage of vessels not included | 7,513,197 | 9,203,817 | 1,690,748 | 128 |
| Total, increase and decrease | | | 1,784,111 | 93,491 |
| Freight, grand total, increase | | | 1,690,620 | |

OTTAWA, May 16, 1904.

RICHARD DEVLIN,
Compiler of Statistics.

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APPENDIX A—Continued.

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1903.

WELLAND CANAL.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 8 | 20 | 160 | 4 | 32 | 22 | 176 | 3 | 24 |
| 10 | 8 | 80 | 2 | 20 | 2 | 80 | 13 | 130 |
| 15 | 5 | 75 | | | 6 | 90 | 2 | 30 |
| 20 | 3 | 60 | 1 | 20 | 2 | 40 | | |
| 25 | 9 | 225 | | | 5 | 125 | 4 | 100 |
| 30 | 9 | 270 | 3 | 90 | 3 | 90 | 3 | 90 |
| 35 | 2 | 70 | | | 2 | 70 | | |
| 40 | 3 | 120 | | | 1 | 40 | 1 | 40 |
| 50 | | | 2 | 100 | 1 | 50 | 1 | 50 |
| 55 | | | 2 | 110 | | | 2 | 110 |
| 60 | 3 | 180 | 5 | 300 | 1 | 60 | 1 | 60 |
| 65 | | | 1 | 65 | 1 | 65 | | |
| 70 | | | | | 1 | 70 | 1 | 70 |
| 75 | | | 1 | 75 | 1 | 75 | 3 | 225 |
| 80 | | | | | | | 1 | 80 |
| 85 | 4 | 340 | 1 | 85 | 1 | 85 | | |
| 90 | | | | | | | | |
| 95 | 1 | 95 | | | 1 | 95 | | |
| 100 | 1 | 100 | | | | | 3 | 300 |
| 110 | | | | | 2 | 220 | | |
| 130 | | | | | 1 | 130 | | |
| 150 | | | 1 | 150 | | | | |
| 160 | | | | | 1 | 160 | | |
| 165 | 2 | 330 | | | | | | |
| 175 | | | 1 | 175 | 2 | 350 | | |
| 190 | | | | | 1 | 190 | 1 | 190 |
| 195 | 1 | 195 | 1 | 195 | | | 1 | 195 |
| 220 | 1 | 220 | | | 1 | 220 | 2 | 440 |
| 230 | | | 1 | 230 | | 460 | | |
| 260 | | | | | 2 | 520 | | |
| 265 | 1 | 265 | 1 | 265 | | | | |
| 270 | | | 2 | 540 | | | 1 | 270 |
| 285 | | | 1 | 285 | | | 1 | 285 |
| 295 | | | 1 | 295 | | | | |
| 300 | 1 | 300 | 1 | 300 | | | 1 | 300 |
| 305 | | | | | | | 1 | 305 |
| 310 | 1 | 310 | 1 | 310 | | | | |
| 315 | 1 | 315 | 1 | 315 | 2 | 630 | 5 | 1,575 |
| 320 | 1 | 320 | 1 | 320 | | | 2 | 640 |
| 330 | 1 | 330 | 2 | 660 | 2 | 660 | | |
| 360 | 2 | 720 | | | 2 | 720 | 1 | 360 |
| 400 | 1 | 400 | 2 | 800 | 2 | 800 | | |
| 415 | 2 | 830 | | | 1 | 415 | | |
| 435 | | | | | | | 3 | 1,305 |
| 455 | 1 | 455 | | | | | | |
| 460 | 1 | 460 | 1 | 460 | 1 | 460 | 2 | 920 |
| 485 | 1 | 485 | 5 | 2,425 | 1 | 485 | 2 | 970 |
| 495 | 2 | 990 | | | | | | |
| 500 | 1 | 500 | | | | | | |
| 520 | | | | | | | 1 | 520 |
| 525 | | | 1 | 525 | | | | |
| 530 | 1 | 530 | 1 | 530 | | | 1 | 530 |
| 540 | 1 | 540 | | | 1 | 540 | | |
| 555 | 1 | 555 | | | 1 | 555 | | |
| 560 | | | | | 1 | 560 | | |
| 575 | 1 | 575 | | | | | | |
| 585 | | | | | | | 3 | 1,755 |
| 595 | | | | | 1 | 595 | 1 | 595 |

WELLAND CANAL—*Concluded.*

ST. LAWRENCE CANALS.

| | | | | | | | | |
|----|----|-----|---|-----|---|-----|---|-----|
| 8 | 25 | 200 | 2 | 16 | 2 | 16 | | |
| 10 | 6 | 60 | 1 | 10 | 2 | 20 | 1 | 10 |
| 15 | 5 | 75 | 1 | 15 | 1 | 15 | | |
| 20 | 5 | 100 | 2 | 40 | 2 | 40 | 1 | 20 |
| 25 | 6 | 200 | | | 3 | 75 | | |
| 30 | 13 | 390 | 1 | 30 | 1 | 30 | | |
| 35 | 3 | 105 | | 35 | 2 | 70 | 1 | 35 |
| 40 | 5 | 200 | 2 | 80 | 4 | 160 | 3 | 120 |
| 45 | 3 | 135 | 1 | 45 | 1 | 45 | | |
| 50 | 6 | 300 | 4 | 200 | 1 | 50 | 1 | 50 |
| 55 | 2 | 110 | | | 1 | 55 | | |

4-5 EDWARD VII., A. 1905

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1903.

ST. LAWRENCE CANALS—Continued.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 60 | 4 | 240 | 12 | 720 | 3 | 180 | | |
| 65 | 1 | 65 | | | 2 | 130 | | |
| 70 | 3 | 210 | 1 | 70 | | | | |
| 75 | | | 1 | 75 | | | 1 | 75 |
| 80 | | | 1 | 80 | | | | |
| 85 | 2 | 170 | 6 | 510 | | | 2 | 170 |
| 90 | 4 | 360 | 8 | 720 | | | 7 | 630 |
| 95 | 3 | 285 | 3 | 285 | 2 | 190 | 42 | 3,990 |
| 100 | 4 | 400 | 15 | 1,500 | | | 46 | 4,600 |
| 105 | 5 | 525 | 8 | 840 | 2 | 210 | 7 | 735 |
| 110 | 3 | 330 | 6 | 660 | 1 | 110 | 4 | 440 |
| 115 | 3 | 345 | 9 | 1,035 | 1 | 115 | 4 | 460 |
| 120 | 2 | 240 | 4 | 480 | 1 | 120 | 2 | 240 |
| 125 | 1 | 125 | 3 | 375 | | | 2 | 250 |
| 130 | 3 | 390 | | | 1 | 130 | | |
| 135 | 1 | 135 | 4 | 540 | | | | |
| 140 | 1 | 140 | 6 | 840 | 1 | 140 | 1 | 140 |
| 145 | 2 | 290 | 10 | 1,450 | | | | |
| 150 | 1 | 150 | 18 | 2,700 | | | | |
| 155 | 2 | 310 | 22 | 3,410 | | | | |
| 160 | 1 | 160 | 12 | 1,920 | | | 2 | 320 |
| 165 | | | 7 | 1,155 | | | | |
| 170 | | | 2 | 340 | | | | |
| 175 | | | 4 | 700 | | | | |
| 180 | | | | | 1 | 180 | | |
| 185 | | | 5 | 925 | | | 1 | 185 |
| 190 | | | 1 | 190 | 1 | 190 | | |
| 195 | 2 | 390 | 2 | 390 | | | | |
| 200 | 1 | 200 | | | 1 | 200 | | |
| 210 | 1 | 210 | | | 1 | 225 | | |
| 225 | | | | | | | | |
| 230 | 1 | 230 | 3 | 690 | | | | |
| 240 | 1 | 240 | | | | | | |
| 255 | | | 3 | 765 | | | | |
| 260 | | | 1 | 260 | | | | |
| 265 | 1 | 265 | 3 | 795 | | | | |
| 275 | | | 1 | 275 | | | | |
| 280 | 1 | 280 | | | | | | |
| 285 | | | | | | | 2 | 570 |
| 290 | | | 2 | 580 | | | | |
| 295 | | | 2 | 590 | | | | |
| 300 | | | 5 | 1,500 | | | | |
| 305 | | | 3 | 915 | | | | |
| 310 | 1 | 310 | 1 | 310 | | | | |
| 315 | | | 3 | 945 | | | | |
| 320 | 1 | 320 | 3 | 960 | 1 | 320 | | |
| 325 | 1 | 325 | 2 | 650 | | | | |
| 330 | 1 | 330 | 1 | 330 | 1 | 330 | | |
| 335 | | | 4 | 1,340 | | | | |
| 340 | 1 | 340 | 1 | 340 | | | | |
| 345 | | | 2 | 690 | | | 1 | 345 |
| 360 | 2 | 720 | 3 | 1,080 | | | | |
| 365 | | | 3 | 1,095 | | | | |
| 370 | | | 2 | 740 | | | | |
| 375 | 1 | 375 | 2 | 750 | | | | |
| 380 | | | 1 | 380 | | | | |
| 385 | | | 1 | 385 | | | | |
| 395 | | | 2 | 790 | | | | |
| 412 | 2 | 824 | | | | | | |
| 413 | | | 1 | 413 | | | | |

SESSIONAL PAPER No. 20

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1903.

ST. LAWRENCE CANALS—Concluded.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels. | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 419 | | | 2 | 838 | | | 1 | 419 |
| 434 | | | 1 | 434 | | | | |
| 439 | | | 2 | 878 | | | 1 | 439 |
| 440 | | | 1 | 440 | | | | |
| 450 | 1 | 450 | | | | | | |
| 462 | | | 1 | 462 | | | | |
| 471 | 2 | 942 | | | | | | |
| 475 | | | 1 | 475 | | | 1 | 475 |
| 479 | | | 2 | 958 | | | | |
| 480 | 1 | 480 | 2 | 960 | | | | |
| 484 | 1 | 484 | | | | | | |
| 487 | | | 1 | 487 | | | | |
| 499 | 1 | 499 | 1 | 499 | | | | |
| 500 | 1 | 500 | | | | | | |
| 508 | 1 | 508 | | | | | | |
| 516 | | | 2 | 1,032 | | | | |
| 518 | | | 2 | 1,036 | | | | |
| 530 | 1 | 530 | | | | | | |
| 539 | 1 | 539 | 1 | 539 | | | | |
| 541 | 1 | 541 | 2 | 1,082 | | | | |
| 544 | 1 | 544 | | | | | | |
| 567 | | | 1 | 567 | | | | |
| 578 | 1 | 578 | 1 | 578 | | | | |
| 585 | | | 1 | 585 | | | 1 | 585 |
| 586 | 1 | 586 | 1 | 586 | | | | |
| 590 | | | 1 | 590 | | | | |
| 599 | 1 | 599 | | | | | | |
| 607 | 1 | 607 | 2 | 1,214 | | | | |
| 620 | | | | | 1 | 620 | | |
| 648 | 2 | 1,296 | | | 1 | 648 | | |
| 680 | | | 2 | 1,360 | | | | |
| 715 | 1 | 715 | | | | | | |
| 719 | | | 1 | 719 | | | | |
| 740 | 1 | 740 | 1 | 740 | | | | |
| 781 | 1 | 781 | | | | | | |
| 803 | | | 1 | 803 | | | | |
| 920 | | | | | 2 | 1,840 | | |
| 929 | | | | | 1 | 929 | | |
| 944 | | | | | 1 | 944 | | |
| 952 | | | | | 1 | 952 | | |
| 955 | | | | | 1 | 955 | 1 | 955 |
| 970 | 1 | 970 | | | | | | |
| 987 | | | | | 2 | 1,974 | | |
| 997 | 1 | 997 | | | 1 | 997 | | |
| 1,020 | 1 | 1,020 | | | | | | |
| 1,038 | 2 | 2,076 | | | | | | |
| 1,041 | | | 1 | 1,041 | | | | |
| 1,147 | | | | | 1 | 1,147 | | |
| 1,171 | 1 | 1,171 | | | | | | |
| 1,187 | 1 | 1,187 | | | | | | |
| 1,190 | 1 | 1,190 | | | | | | |
| 1,197 | 1 | 1,197 | | | | | | |
| 1,201 | 1 | 1,201 | | | | | | |
| 1,609 | | | | | 1 | 1,609 | | |
| 2,080 | 1 | 2,080 | | | | | | |
| Total..... | 177 | 37,112 | 274 | 58,852 | 53 | 15,961 | 136 | 15,258 |

4-5 EDWARD VII., A. 1905

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1903.

RIDEAU, OTTAWA AND CHAMBLY CANALS.

| CANADIAN. | | | | | UNITED STATES. | | | |
|----------------|---------|----------------|------------------|----------------|----------------|----------------|------------------|----------------|
| Steam Vessels. | | | Sailing Vessels. | | Steam Vessels | | Sailing Vessels. | |
| Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. | Number. | Total Tonnage. |
| 8 | 93 | 744 | 62 | 496 | 8 | 64 | 1 | 8 |
| 10 | 3 | 30 | 7 | 70 | 3 | 30 | | |
| 15 | 12 | 180 | 4 | 60 | | | 1 | 15 |
| 20 | 6 | 120 | 5 | 100 | | | | |
| 25 | 3 | 75 | 3 | 75 | 2 | 50 | | |
| 30 | 1 | 30 | 1 | 30 | | | | |
| 35 | 1 | 35 | 2 | 70 | 1 | 35 | | |
| 40 | 2 | 80 | 2 | 80 | | | | |
| 45 | 4 | 180 | 6 | 270 | | | | |
| 50 | 4 | 200 | 6 | 300 | | | | |
| 55 | 1 | 55 | 2 | 110 | | | | |
| 60 | 1 | 60 | 2 | 120 | | | 1 | 60 |
| 65 | | | | | | | | |
| 70 | 1 | 70 | | | | | | |
| 75 | | | 3 | 225 | | | | |
| 80 | | | 2 | 160 | | | 1 | 80 |
| 85 | 1 | 85 | 2 | 170 | | | 11 | 935 |
| 90 | | | 1 | 90 | | | 46 | 4,140 |
| 95 | 2 | 190 | 9 | 855 | | | 281 | 26,695 |
| 100 | 3 | 100 | 7 | 700 | | | 89 | 8,900 |
| 105 | | | 3 | 315 | | | 35 | 3,675 |
| 110 | | | 6 | 660 | | | 38 | 4,180 |
| 115 | | | | | | | 15 | 1,725 |
| 120 | 1 | 120 | 2 | 360 | | | 3 | 360 |
| 125 | 1 | 125 | 2 | 250 | | | 2 | 250 |
| 130 | | | 3 | 390 | | | 1 | 130 |
| 135 | | | 5 | 675 | | | 3 | 405 |
| 140 | 1 | 140 | 8 | 1,120 | | | | |
| 145 | 1 | 145 | 6 | 870 | | | 1 | 45 |
| 150 | 1 | 150 | 15 | 225 | | | | |
| 155 | | | 17 | 2,635 | | | | |
| 160 | | | 5 | 800 | | | | |
| 165 | | | 6 | 990 | | | | |
| 170 | | | 2 | 340 | | | | |
| 175 | | | 1 | 175 | | | | |
| 180 | | | | | | | | |
| 185 | | | 3 | 555 | | | | |
| 190 | | | | | | | | |
| 195 | 1 | 195 | 1 | 195 | | | | |
| 200 | | | | | | | | |
| 228 | 2 | 456 | | | | | | |
| 262 | 1 | 262 | | | | | | |
| 298 | 1 | 298 | | | | | | |
| 300 | | | 3 | 900 | | | | |
| 372 | 1 | 372 | | | | | | |
| 374 | | | 1 | 374 | | | | |
| 397 | 1 | 397 | | | | | | |
| Total... | 150 | 4,894 | 215 | 15,810 | 14 | 179 | 529 | 51,603 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Concluded.*
No. (A) 21.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals, during the Season of Navigation in 1903.
WELLAND CANAL.

| CANADIAN. | | | | | | | | | | UNITED STATES. | | | | | | | | | |
|-------------------------------------|-----|----------|-------------------------|-----|----------|------------------------|-----|---------------------|------------------------|----------------|---------------------|--|--|--|--|--|--|--|--|
| Steam Vessels. | No. | Tonnage. | Sailing Vessels. | No. | Tonnage. | Steam Vessels. | No. | Tonnage. | Sailing Vessels. | No. | Tonnage. | | | | | | | | |
| 1 250 to 1,930 tons .. | 49 | 39,422 | 1 250 to 1,930 tons .. | 28 | 13,956 | 1 250 to 1,930 tons .. | 71 | 66,145 | 1 250 to 1,930 tons .. | 35 | 17,919 | | | | | | | | |
| 2 200 " 249 " .. | 1 | 220 | 2 200 " 249 " .. | 1 | 230 | 2 200 " 249 " .. | 3 | 680 | 2 200 " 249 " .. | 2 | 440 | | | | | | | | |
| 3 150 " 199 " .. | 3 | 525 | 3 150 " 199 " .. | 3 | 520 | 3 150 " 199 " .. | 4 | 700 | 3 150 " 199 " .. | 2 | 380 | | | | | | | | |
| 4 100 " 149 " .. | 1 | 100 | 4 100 " 149 " .. | 3 | 520 | 4 100 " 149 " .. | 3 | 350 | 4 100 " 149 " .. | 3 | 300 | | | | | | | | |
| 5 50 " 99 " .. | 8 | 615 | 5 50 " 99 " .. | 12 | 735 | 5 50 " 99 " .. | 7 | 500 | 5 50 " 99 " .. | 9 | 595 | | | | | | | | |
| 6 Under 50 " .. | 59 | 1,060 | 6 Under 50 " .. | 10 | 162 | 6 Under 50 " .. | 43 | 711 | 6 Under 50 " .. | 26 | 414 | | | | | | | | |
| Total | 121 | 41,942 | Total | 54 | 15,603 | Total | 131 | 69,086 | Total | 77 | 20,953 | | | | | | | | |
| ST. LAWRENCE CANALS. | | | | | | | | | | | | | | | | | | | |
| 1 250 to 2,080 tons .. | 44 | 29,097 | 1 250 to 1,041 tons .. | 86 | 35,781 | 1 250 to 1,609 tons .. | 15 | 13,265 | 1 250 to 955 tons .. | 8 | 3,788 | | | | | | | | |
| 2 200 " 249 " .. | 4 | 880 | 2 200 " 249 " .. | 3 | 680 | 2 200 " 249 " .. | 2 | 425 | 2 200 " 249 " .. | 3 | 505 | | | | | | | | |
| 3 150 " 199 " .. | 6 | 1,010 | 3 150 " 199 " .. | 73 | 11,730 | 3 150 " 199 " .. | 2 | 370 | 3 150 " 199 " .. | 66 | 6,865 | | | | | | | | |
| 4 100 " 149 " .. | 25 | 2,920 | 4 100 " 149 " .. | 65 | 7,730 | 4 100 " 149 " .. | 7 | 825 | 4 100 " 149 " .. | 53 | 4,915 | | | | | | | | |
| 5 50 " 99 " .. | 25 | 1,740 | 5 50 " 99 " .. | 36 | 2,660 | 5 50 " 99 " .. | 9 | 605 | 5 50 " 99 " .. | 6 | 185 | | | | | | | | |
| 6 Under 50 " .. | 73 | 1,465 | 6 Under 50 " .. | 11 | 271 | 6 Under 50 " .. | 18 | 471 | 6 Under 50 " .. | 6 | 185 | | | | | | | | |
| Total | 177 | 37,112 | Total | 274 | 58,832 | Total | 53 | 15,961 | Total | 136 | 16,258 | | | | | | | | |
| RIDEAU, OTTAWA AND CHAMBLEY CANALS. | | | | | | | | | | | | | | | | | | | |
| 1 250 to 397 tons | 4 | 1,329 | 1 250 to 374 tons | 4 | 1,274 | 1 250 to — tons | 1 | 250 to — tons | 1 250 to — tons | 1 | 250 to — tons | | | | | | | | |
| 2 200 " 249 " .. | 2 | 456 | 2 200 " 249 " .. | 50 | 5,915 | 2 200 " 249 " .. | 2 | 200 " 249 " .. | 2 200 " 249 " .. | 2 | 200 " 249 " .. | | | | | | | | |
| 3 150 " 199 " .. | 2 | 345 | 3 150 " 199 " .. | 42 | 5,340 | 3 150 " 199 " .. | 4 | 100 " 149 " .. | 3 150 " 199 " .. | 3 | 150 " 199 " .. | | | | | | | | |
| 4 100 " 149 " .. | 7 | 730 | 4 100 " 149 " .. | 27 | 2,030 | 4 100 " 149 " .. | 5 | 50 " 99 " .. | 4 100 " 149 " .. | 187 | 19,670 | | | | | | | | |
| 5 50 " 99 " .. | 10 | 660 | 5 50 " 99 " .. | 92 | 1,251 | 5 50 " 99 " .. | 14 | 179 | 5 50 " 99 " .. | 340 | 31,910 | | | | | | | | |
| 6 Under 50 " .. | 125 | 1,474 | 6 Under 50 " .. | 215 | 15,810 | 6 Under 50 " .. | 14 | 179 | 6 Under 50 " .. | 2 | 23 | | | | | | | | |
| Total | 150 | 4,894 | Total | 215 | 15,810 | Total | 14 | 179 | Total | 529 | 51,603 | | | | | | | | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, May 16, 1904.
RICHARD DEVLIN,
Compiler of Canal Statistics.

4-5 EDWARD VII., A. 1905

CANALS

CONSOLIDATED

No. 22.—RATES OF TOLLS ON THE CANALS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS.

(O. C., April 18, 1873.)

| The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified. | Welland Canal, westward. | Welland Canal, eastward. | Lake Erie to Montreal. | St. Lawrence Canals, each way. | Chambly Canal and St. Ours Lock. | Rideau Canal, each way. | Ottawa Canals, and St. Ann's Lock, each way. | Ottawa to St. Johns, each way. | Murray Canal, each way. |
|---------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|------------------------|--------------------------------|----------------------------------|-------------------------|----------------------------------------------|--------------------------------|-------------------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>Class No. 1.</i> | | | | | | | | | |
| Vessel, steam..... per ton | 0 1½ | 0 01½ | 0 02½ | 0 00½ | 0 00½ | 0 01½ | 0 00½ | 0 01½ | 0 ½ |
| " sail and other..... | 0 02½ | 0 02½ | 0 03½ | 0 01½ | 0 01½ | 0 02½ | 0 01 | 0 02½ | 0 1½ |
| <i>Class No. 2.</i> | | | | | | | | | |
| Passengers, 21 years of age and upwards... | 0 10 | 0 10 | 0 20 | 0 10 | 0 05 | 0 08 | 0 02½ | 0 09½ | 0 1½ |
| " under 21 years each..... | 0 05 | 0 05 | 0 10 | 0 05 | 0 02 | 0 04 | 0 01½ | 0 04½ | 0 0½ |
| <i>Class No. 3.</i> | | | | | | | | | |
| Bricks, cement and water lime..... | 15 | 0 20 | 0 20 | 0 15 | 0 10 | 0 07 | 0 06 | 0 19½ | 0 1½ |
| Clay, lime and sand..... | | | | | | | | | |
| Brimstone..... | | | | | | | | | |
| Corn..... | | | | | | | | | |
| Flour..... | | | | | | | | | |
| Iron, railway..... | | | | | | | | | |
| " pig..... | | | | | | | | | |
| " all other, including steel (O.C., Feb. 1, 1888)..... | | | | | | | | | |
| Plaster, gypsum..... | | | | | | | | | |
| Salt..... | | | | | | | | | |
| Salt meats or fish, in barrels or otherwise... | | | | | | | | | |
| Agricultural products, vegetable, not enumerated..... | | | | | | | | | |
| Agricultural products, animal, not enumerated..... | | | | | | | | | |
| Stone, for cutting..... | | | | | | | | | |
| Wheat..... | | | | | | | | | |
| <i>Class No. 4.</i> | | | | | | | | | |
| All other articles not enumerated..... | 0 15 | 20 | 0 20 | 0 20 | 0 10 | 0 26 | 0 14 | 0 29 | 0 2½ |

SESSIONAL PAPER No. 20

REVENUE.

TARIFF OF TOLLS.

OF THE DOMINION OF CANADA, 1902.—(1903—Free, O.C., April 27, 1903.)

TRENT VALLEY CANALS.

(O. C., July 25, 1888.)

| 1ST SECTION. | 2ND SECTION. | 3RD SECTION. | 4TH SECTION. | THROUGH. | Peterborough to Hastings, each way. |
|--------------------------------------------|------------------------------------------|------------------------------------------|------------------------------------------|--------------------------------------------|------------------------------------------------------------|
| Fenelon Falls to Bobcaygeon. | Bobcaygeon to Buckhorn. | Buckhorn to Burleigh. | Burleigh to Lakefield. | Fenelon Falls to Lakefield. | |
| Tolls Charge- able at Fenelon Falls. | Tolls Charge- able at Bobcaygeon. | Tolls Charge- able at Buckhorn. | Tolls Charge- able at Burleigh. | Tolls Charge- able at Fenelon Falls. | Tolls Chargeable at Peterborough and Hastings. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{2}$ | 0 00 $\frac{1}{2}$ 0 01 | 0 00 $\frac{1}{4}$ 0 00 $\frac{1}{2}$ |
| 01 0 00 $\frac{1}{2}$ | 0 01 0 00 $\frac{1}{2}$ | 0 01 0 00 $\frac{1}{2}$ | 0 01 0 00 $\frac{1}{2}$ | 0 04 0 02 | 0 01 0 00 $\frac{1}{2}$ |
| 0 01 | 01 | 01 | 01 | 0 04 | 0 01 |
| 0 08 | 0 03 | 0 03 | 0 | 0 1 | 0 0 |

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RATES OF TOLLS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS

| The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified. | Welland Canal, westward. | | Welland Canal, eastward. | | Lake Erie to Montreal. | | St. Lawrence Canal, each way. | | Chambly Canal and St. Ours Lock, each way. | | Rideau Canal, each way. | | Ottawa Canals and St. Ann's Lock, each way. | | Ottawa to St. Johns, each way. | | Murray Canal, each way. | |
|---------------------------------------------------------------------------------------------------------|--------------------------|------|--------------------------|------|------------------------|------|-------------------------------|------|--------------------------------------------|------|-------------------------|------|---------------------------------------------|------|--------------------------------|------|-------------------------|------|
| | | | | | | | | | | | | | | | | | | |
| <i>Class No. 5.</i> | | | | | | | | | | | | | | | | | | |
| Bark | 0 20 | 0 20 | 0 20 | 0 20 | 0 15 | 0 10 | 0 07 | 0 06 | 0 19 | 0 01 | 0 07 | 0 06 | 0 19 | 0 01 | 0 19 | 0 01 | 0 01 | 0 01 |
| Barrels, empty, each | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 |
| Boat knees, each | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 | 0 02 |
| Floats, per 1,000 lineal feet | 1 40 | 1 40 | 1 40 | 1 40 | 1 40 | 1 20 | 1 05 | 0 50 | 2 05 | 0 17 | 1 05 | 0 50 | 2 05 | 0 17 | 2 05 | 0 17 | 0 17 | 0 17 |
| Firewood, per cord, in vessels | 0 20 | 0 20 | 0 20 | 0 20 | 0 20 | 0 10 | 0 15 | 0 08 | 0 23 | 0 02 | 0 15 | 0 08 | 0 23 | 0 02 | 0 23 | 0 02 | 0 23 | 0 02 |
| " " rafts | 0 25 | 0 25 | 0 25 | 0 25 | 0 25 | 0 15 | 0 19 | 0 09 | 0 30 | 0 03 | 0 19 | 0 09 | 0 30 | 0 03 | 0 30 | 0 03 | 0 30 | 0 03 |
| Hoops | 0 25 | 0 25 | 0 25 | 0 25 | 0 20 | 0 15 | 0 15 | 0 10 | 0 30 | 0 02 | 0 15 | 0 10 | 0 30 | 0 02 | 0 30 | 0 02 | 0 30 | 0 02 |
| Masts and spars, telegraph poles, per ton of 40 cubic feet, in vessels | 0 15 | 0 15 | 0 15 | 0 15 | 0 05 | 0 05 | 0 06 | 0 07 | 0 13 | 0 00 | 0 06 | 0 07 | 0 13 | 0 00 | 0 13 | 0 00 | 0 13 | 0 00 |
| Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts | 0 20 | 0 20 | 0 20 | 0 20 | 0 10 | 0 10 | 0 15 | 0 10 | 0 22 | 0 01 | 0 15 | 0 10 | 0 22 | 0 01 | 0 22 | 0 01 | 0 22 | 0 01 |
| Railway ties, in vessels, each | 0 01 | 0 01 | 0 01 | 0 01 | 0 00 | 0 00 | 0 00 | 0 00 | 0 01 | 0 00 | 0 00 | 0 00 | 0 01 | 0 00 | 0 01 | 0 00 | 0 01 | 0 00 |
| " " rafts, each | 0 02 | 0 02 | 0 02 | 0 02 | 0 01 | 0 01 | 0 02 | 0 01 | 0 02 | 0 00 | 0 02 | 0 01 | 0 02 | 0 00 | 0 02 | 0 00 | 0 02 | 0 00 |
| Sawed stuff, boards, plank, scantling and sawed timber, per M feet, board measure, in vessels | 0 30 | 0 30 | 0 30 | 0 30 | 0 15 | 0 10 | 0 11 | 0 06 | 0 20 | 0 01 | 0 11 | 0 06 | 0 20 | 0 01 | 0 20 | 0 01 | 0 20 | 0 01 |
| Sawed stuff, boards, plank, scantling and sawed timber, per M feet, board measure, in rafts | 0 60 | 0 60 | 0 60 | 0 60 | 0 30 | 0 20 | 0 19 | 0 09 | 0 36 | 0 03 | 0 19 | 0 09 | 0 36 | 0 03 | 0 36 | 0 03 | 0 36 | 0 03 |
| Square timber, per M cubic feet, in vessels | 3 00 | 3 00 | 3 00 | 3 00 | 1 00 | 1 00 | 0 56 | 0 44 | 1 69 | 0 12 | 0 56 | 0 44 | 1 69 | 0 12 | 1 69 | 0 12 | 1 69 | 0 12 |
| " " rafts | 4 50 | 4 50 | 4 50 | 4 50 | 2 00 | 2 00 | 1 12 | 0 63 | 3 13 | 0 25 | 1 12 | 0 63 | 3 13 | 0 25 | 3 13 | 0 25 | 3 13 | 0 25 |
| Wagon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet | 0 40 | 0 40 | 0 40 | 0 40 | 0 40 | 0 25 | 0 30 | 0 20 | 0 55 | 0 05 | 0 30 | 0 20 | 0 55 | 0 05 | 0 55 | 0 05 | 0 55 | 0 05 |
| Shingles, per M | 0 06 | 0 06 | 0 06 | 0 06 | 0 06 | 0 04 | 0 04 | 0 02 | 0 08 | 0 00 | 0 04 | 0 04 | 0 02 | 0 08 | 0 00 | 0 08 | 0 00 | 0 00 |
| Split posts and fence rails, per M, in vessels | 0 40 | 0 40 | 0 40 | 0 40 | 0 40 | 0 20 | 0 23 | 0 12 | 0 42 | 0 05 | 0 23 | 0 12 | 0 42 | 0 05 | 0 42 | 0 05 | 0 42 | 0 05 |
| " " rafts | 0 80 | 0 80 | 0 80 | 0 80 | 0 80 | 0 40 | 0 38 | 0 17 | 0 77 | 0 10 | 0 38 | 0 17 | 0 77 | 0 10 | 0 77 | 0 10 | 0 77 | 0 10 |
| Saw-logs, each, standard log | 0 08 | 0 08 | 0 08 | 0 08 | 0 08 | 0 05 | 0 06 | 0 06 | 0 13 | 0 01 | 0 06 | 0 06 | 0 13 | 0 01 | 0 13 | 0 01 | 0 13 | 0 01 |
| Staves and headings, barrel, per M | 0 08 | 0 08 | 0 08 | 0 08 | 0 04 | 0 15 | 0 15 | 0 10 | 0 30 | 0 02 | 0 15 | 0 10 | 0 30 | 0 02 | 0 30 | 0 02 | 0 30 | 0 02 |
| " " pipe, per M | 1 50 | 1 50 | 1 50 | 1 50 | 1 00 | 1 00 | 0 75 | 0 50 | 1 75 | 0 12 | 0 75 | 0 50 | 1 75 | 0 12 | 1 75 | 0 12 | 1 75 | 0 12 |
| " " West India, per M | 0 75 | 0 75 | 0 75 | 0 75 | 0 60 | 0 25 | 0 45 | 0 25 | 0 65 | 0 07 | 0 45 | 0 25 | 0 65 | 0 07 | 0 65 | 0 07 | 0 65 | 0 07 |
| " " salt barrel, sawn or cut, per M | 0 08 | 0 08 | 0 08 | 0 08 | 0 04 | 0 03 | 0 03 | 0 02 | 0 06 | 0 00 | 0 03 | 0 02 | 0 06 | 0 00 | 0 06 | 0 00 | 0 06 | 0 00 |
| Traverses, per 100 pieces | 0 50 | 0 50 | 0 50 | 0 50 | 0 50 | 0 40 | 0 38 | 0 15 | 0 67 | 0 06 | 0 38 | 0 15 | 0 67 | 0 06 | 0 67 | 0 06 | 0 67 | 0 06 |
| Hop poles, per 1,000 pieces | 2 00 | 2 00 | 2 00 | 2 00 | 2 00 | 1 50 | 1 50 | 0 65 | 2 65 | 0 25 | 1 50 | 0 65 | 2 65 | 0 25 | 2 65 | 0 25 | 2 65 | 0 25 |
| <i>Special Class.</i> | | | | | | | | | | | | | | | | | | |
| Gypsum, crude (per O.C., Oct. 28, 1892) .. | 0 15 | 0 05 | 0 05 | 0 05 | 0 05 | West | ward | | | | | | | | | | | |
| Coal | 0 20 | 0 20 | 0 20 | 0 20 | 0 15 | 0 10 | 0 08 | 0 05 | 0 17 | 0 01 | 0 10 | 0 08 | 0 05 | 0 17 | 0 01 | 0 17 | 0 01 | 0 01 |
| Stone, unwrought, corded, and not suitable for cutting, per cord | 0 75 | 0 75 | 0 75 | 0 75 | 0 60 | 0 37 | 0 28 | 0 24 | 0 77 | 0 07 | 0 28 | 0 24 | 0 77 | 0 07 | 0 77 | 0 07 | 0 77 | 0 07 |
| Kryolite, iron ore or chemical ore | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 |
| Ice | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 05 | 0 11 | 0 00 | 0 05 | 0 05 | 0 11 | 0 00 | 0 11 | 0 00 | 0 11 | 0 00 |

SESSIONAL PAPER No. 20

ON THE CANALS—*Continued.*

TRENT VALLEY CANALS.

| 1ST SECTION. | 2ND SECTION. | 3RD SECTION. | 4TH SECTION. | THROUGH. | Peterborough to Hastings, each way. |
|--------------------------------------------|-----------------------------------------|---------------------------------------|---------------------------------------|--------------------------------------------|-----------------------------------------------------------|
| Fenelon Falls to Bobcaygeon. | Bobcaygeon to Buckhorn. | Buckhorn to Burleigh. | Burleigh to Lakefield. | Fenelon Falls to Lakefield. | |
| Tolls Charge- able at Fenelon Falls. | Tolls Charge- able at Babcaygeon. | Tolls Charge- able at Buckhorn. | Tolls Charge- able at Burleigh. | Tolls Charge- able at Fenelon Falls. | Tolls Charge- able at Peterborough and Hastings. |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 0 01 | 0 01 | 0 01 | 0 01 | 0 04 | 0 01 |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 01 | 0 00½ |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 01 | 0 00½ |
| 0 13 | 0 13 | 0 13 | 0 13 | 0 52 | 0 13 |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 10 | 0 03 |
| 0 04 | 0 04 | 0 04 | 0 04 | 0 14 | 0 04 |
| 0 02 | 0 02 | 0 02 | 0 02 | 0 08 | 0 02 |
| 0 02 | 0 02 | 0 02 | 0 02 | 0 08 | 0 02 |
| 0 01 | 0 01 | 0 01 | 0 01 | 0 04 | 0 01 |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 00½ |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 01 | 0 00½ |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 10 | 0 03 |
| 0 04 | 0 04 | 0 04 | 0 04 | 0 14 | 0 04 |
| 0 07 | 0 07 | 0 07 | 0 07 | 0 28 | 0 07 |
| 0 14 | 0 14 | 0 14 | 0 14 | 0 56 | 0 14 |
| 0 04 | 0 04 | 0 04 | 0 04 | 0 16 | 0 04 |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 03 | 0 00½ |
| 0 03 | 0 03 | 0 03 | 0 03 | 0 12 | 0 03 |
| 0 05 | 0 05 | 0 05 | 0 05 | 0 20 | 0 05 |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 03 | 0 00½ |
| 0 02 | 0 02 | 0 02 | 0 02 | 0 08 | 0 02 |
| 0 10 | 0 10 | 0 10 | 0 10 | 0 40 | 0 10 |
| 0 05½ | 0 05½ | 0 05½ | 0 05½ | 0 22 | 0 05½ |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 02 | 0 00½ |
| 0 05 | 0 05 | 0 05 | 0 05 | 0 20 | 0 05 |
| 0 20 | 0 20 | 0 20 | 0 20 | 0 80 | 0 20 |
| Free. | Free. | Free. | Free. | Free. | Free. |
| 0 01 | 0 01 | 0 01 | 0 01 | 0 04 | 0 01 |
| 0 03½ | 0 03½ | 0 03½ | 0 03½ | 0 14 | 0 03½ |
| 0 00½ | 0 00½ | 0 00½ | 0 00½ | 0 03 | 0 00½ |
| Free. | Free. | Free. | Free. | Free. | Free. |

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St. Peter's Canal.

Sec. 2. On each and every vessel passing through the said canal, two cents per ton on the vessel and one cent per ton on the freight, each way. O. C. June 23, 1883. Con. O. C. Oct. 26, 1889, sec. 109. Free, O.C., April 27, 1903.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 3. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 6, 1869. Con. O. C. Oct. 26, 1889, sec. 83. Free, O.C., April 27, 1903.

Sec. 4. Logs, lumber or other produce may pass free of toll down the Chippawa Creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863. Con. O. C. Oct. 26, 1889, sec. 84.

Sec. 5. (a.) In view of the dam constructed across the Ottawa River at Carillon whereby the passage of the rapids at that point through the river is rendered difficult and at times impracticable, it appears necessary, owing to the continued difficulty attending passage through the slide built in the dam, that the canal should be used by rafts and until otherwise ordered, free passage be given to rafts through the Carillon Canal, subject to such regulations as the Department of Railways and Canals may find necessary in the interest of the traffic of the canal to adopt. O. C. July 6, 1888.

Sec. 5. (b.) "Save in cases for which special permission may be given the Grenville Canal is closed to the passage of rafts, or any portion of a raft of any kind whatever." O. C. June 27, 1890.

Sault Ste. Marie Canal.

Sec. 6. All vessels and freight shall be permitted to pass through the Sault Ste. Marie Canal free of toll upon such vessels and freight, until otherwise ordered.

Sec. 7. (a.) All up bound goods on which full tolls have been paid for passage through the whole of the St. Lawrence Canals, or for passage through the Lachine Canal, the Ottawa and Rideau Canals or for passage through the Ottawa and Rideau Canals shall be entitled to pass free through the Welland Canal, or any portion thereof, and tolls paid for passage through the Chambly Canal, on goods thereafter so becoming entitled to the above privilege, shall be refunded at Montreal. All down bound goods on which full tolls have been paid for passage through the Welland Canal shall be entitled to pass free through any or all of the above mentioned Canals, or through any portion thereof. O. C. May 17, 1897.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to class No. 4. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889, sec. 86.

Sec. 8. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such port and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883. Con. O. C. Oct. 26, 1889, sec. 87.

Sec. 9. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton. Free, O.C., April 27, 1903.

Sec. 10. No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30 a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889, sec. 86. Free, O.C., April 27, 1903.

Sec. 11. All vessels owned or chartered by persons having contracts for the enlargements or repair of any of the canals, and employed by them in removing earth or carrying materials necessary for the prosecution of such works, shall be entitled to pass through such canals free of toll upon such vessel and cargo. O. C. April 22, 1884. Con. O. C. Oct. 26, 1889, sec. 35.

Sec. 12. Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever. O. C. May 18, 1891.

HARBOUR DUES.

Sec. 13. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889.

SESSIONAL PAPER No. 20

WAY RATES.

Sec. 14. The following way rates are to be levied on vessels and property passing the several subdivisions of the Canals:—

Welland Canal.

| | Rate. |
|------------------------------------------------------------------------------------------------------------------------|---------------|
| 1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way. | $\frac{1}{2}$ |
| 2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne. | $\frac{1}{2}$ |
| 3. From Dunnville to Port Colborne. | $\frac{1}{2}$ |
| 4. From Thorold to St. Catharines or Port Dalhousie. | $\frac{1}{2}$ |
| 5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places. | $\frac{1}{2}$ |
| 6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson. | $\frac{1}{2}$ |
| 7. From Port Robinson to Allanburg or Thorold. | $\frac{1}{2}$ |
| 8. From Port Robinson to St. Catharines or Port Dalhousie. | $\frac{1}{2}$ |
| 9. From St. Catharines to Port Dalhousie. | $\frac{1}{2}$ |
| 10. From Dunnville to Maitland. | $\frac{1}{2}$ |
| 11. From Port Robinson through the Lock and Chippawa Cut. | $\frac{1}{2}$ |
| 12. From Port Colborne to Port Maitland. | $\frac{1}{2}$ |
| 13. From Chippawa Cut through Lock to Port Robinson. | $\frac{1}{2}$ |
| 14. From Colborne, Dunnville, Maitland and Marshville to Thorold. | $\frac{1}{2}$ |
| 15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines. | $\frac{1}{2}$ |
| 16. Through the Chippawa Cut only. | $\frac{1}{2}$ |
| 17. Through the Port Robinson Lock only. | $\frac{1}{2}$ |

St. Lawrence Canals.

Sec. 15. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois or Soulanges and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Chambly Canal.

| | Rate. |
|---------------------------------------------------------------------------|---------------|
| Sec. 16. Vessels and property passing from Sorel to Chambly, to pay. | $\frac{1}{2}$ |
| Vessels and property passing from Chambly to St. Johns, to pay. | $\frac{1}{2}$ |

Ottawa Canals.

Sec. 17. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Anne's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Rideau Canal.

Sec. 18. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, secs. 77, 78, 79, 80 and 81.—

Tay Canal to be part of the Rideau Canal and the following rates of tolls to be levied upon the said Tay Branch of the Rideau Canal system, viz.:—

Perth to Smith's Falls, 1 section, or one third of Rideau Canal rates, each way.

Perth to Kingston, 2 sections, or two-thirds Rideau Canal rates, each way.

Perth to Ottawa Basin, 2 sections, or two-thirds Rideau Canal rates, each way.

Perth to River Ottawa, 3 sections, full Rideau Canal rates, each way. O.C. Sept. 27, 1890.

General.

Sec. 19. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

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Sec. 20.—STANDARD FOR ESTIMATING WEIGHTS, FOR CANAL TOLLS.

| | Tons. | | Tons. |
|----------------------------------------------------------|-------|-----------------------------------------------|-------|
| 2,000 lbs. avoirdupois. | 1 | Sheep, 20 | 1 |
| Per M. is per thousand feet | | Stone, 12 cubic feet | 1 |
| Per mile is per thousand pieces | | Stone, 1 cord | 7½ |
| Green fruit, 9 barrels are | 1 | Whisky, 4 barrels or 215 gallons | 1 |
| Ashes, 3 barrels are | 1 | Empty barrels, 10. | 1 |
| Bark, 4 cords | 1 | Barrel hoops, 10 mille. | 1 |
| Beef, 7 barrels | 1 | Board and other sawed lumber, 600 feet | |
| Biscuit and crackers, 9 barrels | 1 | board measure | 1 |
| Bricks, common, 1,000 | 2 | Boat knees, 4. | 1 |
| Butter, 22 kegs or 7 barrels | 1 | Firewood, 1 cord | 3 |
| Cattle, 3 | 1 | Hop poles, 60 or 40 cubic feet | 1 |
| Cement and water lime, 7 barrels | 1 | Shingles, 12 M. or bundles | 1 |
| Fire-bricks, 1,000 | 3 | Split posts and fence rails, 1 mille. | 1 |
| Fish, 7 barrels | 1 | Staves and headings, pipe, 1 mille. | 8 |
| Flour, 9 barrels | 1 | " " W. India, 1 mille. | 4 |
| Gypsum and manganese, 6 barrels | 1 | " " barrel, 1 mille. | 2½ |
| Horses, 2 | 1 | " " salt barrel, 1 mille. | 0½ |
| Lard and tallow, 7 barrels or 22 kegs | 1 | Saw-logs, standard, 1 | 0½ |
| Liquors and spirits, 215 gallons | 1 | Square timber, 50 cubic feet | 1 |
| Liquids, all others, 215 gallons | 1 | Telegraph poles, 10, or 40 cubic feet | 1 |
| Nuts, 9 barrels | 1 | Masts and spars, 40 cubic feet | 1 |
| Oysters, 6 barrels | 1 | Railroad ties, 16, or 50 cubic feet | 1 |
| Pork, 7 barrels | 1 | All other woodenware, or partly manufac- | |
| Refined oil in bulk, 250 gals., O.C., July 24, '00. | 1 | tured wood, 40 cubic feet as per tariff | 1 |
| Salt, 7 barrels | 1 | Traverses, 40 cubic feet, or 5 pieces. | 1 |
| Seeds, 9 barrels | 1 | Floats, 50 lineal feet | 1 |

NOTE.—By the Weights and Measures Act, chapter 104 of the Revised Statutes of Canada, section 14, all the following named articles are to be estimated by the cental of 100 lbs.

The weight equivalent to a bushel being as follows:—Wheat, 60 lbs.; Indian corn, 56 lbs.; rye, 56 lbs.; peas, 60 lbs.; barley, 48 lbs.; oats, 34 lbs.; beans, 60 lbs.; clover seed, 60 lbs.; timothy seed, 48 lbs.; buckwheat, 48 lbs.; flax seed, 50 lbs.; blue grass seed, 14 lbs.; hemp seed, 44 lbs.; malt, 36 lbs.; castor beans, 40 lbs.; potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; bituminous coal, 70 lbs.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 21. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin:—

| | Cents. |
|-------------------------------------------------------------------------------------|--------|
| Wheat and other grain, per week, per bushel | 1 |
| Meal " " per barrel | 4 |
| Pork, beef, butter and lard " " | 5 |
| Muscovado sugar " " per hhd., 10 cents; per brl. | 5 |
| Liquors " " (per pipe, 15 cents; per pun. | 12 |
| " " (per hhd., 10 cents; per qr. cask | 7 |
| Iron, bars " " per ton | 24 |
| Iron, pig " " " | 12 |
| Salt, except at the St. Gabriel sheds " " per 100 minots | 36 |
| Salt at the St. Gabriel sheds, Montreal, after the first 48 hours " " per bag | ½ |
| Bales, crates, cases, &c. " " per ton weight or measurement | 24 |
| Coals " " per chaldron | 12 |

Sec. 22. (a.) No charge shall be made for property stored in the sheds of the Lachine Canal Basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

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(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

f.) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 28, 1846. Con. O. C. Oct. 26, 1889, secs. 90 and 91.

Flour.

Sec. 23. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge. (b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c.) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C. May 31, 1856. Con. O. C. Oct. 26, 1889, sec. 92.

WHARFAGE DUES ON COAL FOR LOCAL CONSUMPTION IN MONTREAL.

Sec. 24. Coal for local consumption in Montreal, landed on canal property between Montreal Harbour and Lachine, O. C., April 22, 1902, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of five cents a ton.

Coal screening shall be charged 3 cents a ton. Con. O. C. Oct. 26, 1889, sec. 93. O. C. May, 18, 1892.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARFS AND BANKS OF LACHINE CANAL.

Sec. 25. The following rates of tolls shall be collected as herein mentioned that is to say:—

(a.) Firewood landed on wharfs or banks of the Lachine Canal, or in boats, barges or other craft occupying any of the basins between Wellington Street Bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharfs or banks after the first five days, an additional charge of four cents per cord. O. C. August 7, 1860. Con. O. C. Oct. 26, 1889, sec. 94.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharfs at Lachine and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862. Con. O. C. 1889, sec. 94.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 26. Whereas under existing regulations for the collection of canal tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal;

And whereas vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board sea-going vessels in the harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal Harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878. Con. O. C. Oct. 26, 1889, sec. 95. Free O. C. April 27, 1903.

PHOSPHATES.

Sec. 27. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal Harbour, for the purpose of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881. Con. O. C. Oct. 26, 1889, sec. 96. Free, O. C., April 27, 1903.

Extract from the Act, Canada, 1894, c. 48, amending and consolidating the Acts relating to the Harbour Commissioners of Montreal.

HARBOUR RATES WHARFAGE DUES IN ALL BASINS OF THE LACHINE CANAL ON SEA-GOING VESSELS.

Sec. 28. The corporation may, from time to time, levy such rates as are approved of by the Governor in Council, upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks, or deposited within the harbour, except arms, ammunition and military accoutrements, and other munitions of war for the use of the Government or for the defence of the Dominion. 40 V., c. 53, s. 2, part 2. For the purposes of this section, the lower basins of the Lachine Canal shall be held to form part of the harbour of Montreal, and the corporation may levy from all vessels entering the same through the harbour for the purpose of discharging or loading there, except canal craft trading between Montreal and places above Montreal, the same rates as may be levied in the harbour and under the same regulations and penalties. In all other respects the said lower basins shall be and remain under the jurisdiction of the Minister of Railways and Canals. 18 V., c. 143, s. 18; 40 V., c. 53, s. 2, part 2.

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All property delivered or received by sea-going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows:—

| | |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------|
| All goods, wares and merchandise not elsewhere specified..... | 25 cents per ton. |
| Hay, straw, pig and scrap iron, pot and pearl ashes..... | 20 " |
| Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine..... | 15 " |
| Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt..... | 10 " |
| Coal and coke, grain and seeds of all kinds..... | 6 " |
| Special—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure. | |
| Bullion specie..... | Free. |
| Coal screenings..... | 3 " |

Each entry shall pay not less than 5 cents.

All property landed on the canal wharfs for re-shipment, or transhipped in canal waters, shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal, and which is re-shipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz., 3½ cents per 1,000 feet board measure. O.C. Jan. 26, 1883. Con. O.C. Oct. 26, 1889, secs. 98, 99, 100 and 101. O.C. May 18, 1892.

Sec. 29.—Standard for Estimating Weights.

| | |
|------------------------------------|-------------------|
| Ashes, pot or pearl..... | 3 brls. to 1 ton. |
| Apples, flour, meal, potatoes..... | 9 " 1 " |
| Fish, meat, pitch, tar..... | 7 " 1 " |
| Horses..... | 2 to 1 ton. |
| Neat cattle..... | 3 to 1 " |
| Sheep..... | 15 to 1 " |
| Swine..... | 10 to 1 " |

O.C. April 1, 1881. Con. O.C. Oct. 26, 1889, sec. 102.

TOLLS ON FLOATED TIMBER, ETC., ENTERING THE BASIN AT LACHINE.

Sec. 30. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal:—

| Kinds of Timber. | For receiving Timber, &c., to include use of Basin and Wharf for one Month. | For each succeeding month during the Season of Navigation. | For Wintering in Basin or on Wharf. |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------|
| | Cents. | Cents. | Cents |
| Timber, square or round, of all kinds, above 12 x 12, per M cubic feet..... | 25 | 20 | 35 |
| Timber, round or flatted, of all kinds, under 12 x 12, per M lineal feet..... | 20 | 15 | 30 |
| Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure..... | 3 | 2 | 3 |
| Saw logs, 12 feet long, if longer in same proportion per log..... | 1 | ½ | 2 |
| Floata, per 100..... | 10 | 5 | 10 |
| Traverses, per 100..... | 10 | 5 | 10 |
| Fence posts and rails, per M..... | 10 | 5 | 10 |
| Staves, barrel, per M..... | 8 | 4 | 8 |
| " pipe..... | 8 | 4 | 8 |
| " West India, per M..... | 8 | 4 | 8 |
| Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharfs in canal basin at Lachine..... | 3 | 3 | 3 |

Note.

Sec. 31. (a.) No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintending engineer may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O.C. June 8, 1860. Con. O.C. Oct. 26, 1889, secs. 103 and 104.

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CHARGES ON VESSELS WINTERING IN LACHINE AND WELLAND CANALS.

Sec. 32. The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz. :—For each boat, barge, scow or other vessel of ten tons measurement or under, seventy cents per vessel for the entire winter, and every ten tons above the first ten, an additional rate of eight cents, O.C. Aug. 22, 1879. Con. O.C. Oct. 26, 1889, sec. 97.

Sec. 32 (a.) The above rates shall also apply to the Welland Canal. (O.C. June 8th, 1901.)

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 33. The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

| | |
|--------------------------------------------------|---------|
| In canal basin, Ottawa, steamers per season..... | \$ 8 00 |
| " " barges " | 4 00 |
| Inside locks " steamers " | 50 00 |
| other stations " " | 15 00 |

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O.C. March 19, 1887. Con. O.C. Oct. 26, 1889, sec. 106.

CHARGES FOR WINTERING VESSELS IN THE OTTAWA RIVER CANALS AND LOCKS.

Sec. 34. The charge for vessels wintering on the Ottawa River canals and locks, and the same is hereby prescribed accordingly, namely :

| | |
|----------------------------------------------------------------------------------|---------|
| In Carillon Canal, steamers per season..... | \$ 8 00 |
| " " barges " | 4 00 |
| Grenville Canal, steamers " | 8 00 |
| " " barges " | 4 00 |
| Inside Locks, Ste. Anne, Carillon and Grenville Canals, steamers per season..... | 25 00 |
| " Culbute Canal, per season..... | 15 00 |

Such security against damage by fire to be taken by way of bond as, in the opinion of the Minister of Railways and Canals, may seem desirable. O.C. Oct. 14, 1892.

Sec. 35. No charges to be made for vessels wintering outside the locks of any government canal. O.C. Dec. 12, 1889.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 36. (a.) Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O.C. March 5, 1880. Con. O.C. Oct. 26, 1889, sec. 106.

Sec. 37. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly :—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintending engineer.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month, the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st of November to the 1st of June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in any manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881. Con. O. C. Oct. 26, 1889, sec. 107.

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DRY DOCK CHARGES.

Trent Valley Canal.

Sec. 38. The following tolls and dues shall be charged for the use of the dry dock at Bobcaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period:—

| For Vessels | Wintering. | Per day. | Per week. |
|-------------------------|------------|----------|-----------|
| Over 15 tons. | \$30 00 | \$4 00 | \$12 00 |
| 15 tons and under. | 20 00 | 3 00 | 10 00 |

(O. C. Oct. 31, 1890.)

Rideau Canal.

Sec. 39. The following tariff of tolls and regulations shall be, and the same are hereby established for the use of the dry dock on the Rideau Canal at Ottawa:—

| | |
|---------------------------------------------------------------------------------------|---------|
| (1) Steamers entering dock | \$ 8 00 |
| Each day or portion of a day after day of entrance | 2 50 |
| (2) Barges entering dock | 5 00 |
| Each day or portion of a day after day of entrance | 2 50 |
| (3) Steam yachts or launches. | 5 00 |
| Each day or portion of a day after day of entrance | 2 50 |
| (4) Boats wintering in the dry dock from the close to the opening of navigation. | 50 00 |
| For every day such boat remains in the dock after the opening of navigation. | 8 00 |

(5) No vessel of any class shall be in the dock over six days after notice is given in writing by the lockmaster that the dock is required for another vessel unless a satisfactory agreement between all parties interested is arrived at.

(6) All entrances and discharge of vessels are covered by entrance fee.

(7) All drying off of vessels of all classes in the locks at Ottawa or Hartwell's during the season of navigation is prohibited unless for special reasons.

The owners of vessels of all classes to render the required assistance to open and close the gate under the supervision of the superintending engineer.

Vessel owners to supply all blocks, &c., to shove their boats up to make the necessary repairs and all refuse to be properly cleared out to the entire satisfaction of the lockmaster before leaving the dock.

(O. C. Dec. 28, 1893.)

Sec. 40. The use of horses for towage purposes between the lower entrance of the Cornwall Canal and lock No. 20, be prohibited during the works of enlargement of that portion of the Cornwall Canal. (O.C. Aug. 20, 1890.)

Sec. 41. As the prohibition of the use of horses for towing purposes, between the lower entrance of the Cornwall Canal and Lock No. 20 during the progress of the works of canal enlargement, has entailed the use of tugs and consequently expenses to the parties concerned, that all tugs, used solely for the purposes of towing on the section in question, be permitted to pass free of toll, up and down the canal between the lower entrance of the canal and lock No. 20, until the completion of the enlargement of the works on that section. (O. C. Sept. 27, 1890.)

SPECIAL RATES FOR 1902 ONLY.—1903. Free.

Sec. 42. For season of 1902 the Canal Tolls for the passage of the following food products:—wheat, Indian corn, peas, barley, rye, oats, flax seed and buckwheat, for through passage eastward through the Welland Canal, be ten cents per ton, and for through passage eastward through the St. Lawrence Canals only, ten cents per ton; payment of the said toll of ten cents per ton through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals, or any portion thereof. (O. C. April 1, 1902.) Also special rates, are granted to grain, &c., carried on the O. A. & P. S. and Canada Atlantic Railway systems, from Depot Harbour to Coteau Landing and thence by Canal to Montreal, as follows, viz.:—Wheat, Indian corn, peas, barley, rye, oats, flax seed and buckwheat, 24 cents per ton, and all rolling and package freight, 5 cents per ton. (O. C. April 1, 1902.) Free, O.C., April 27, 1903.

Sec. 43. (a.) That for the current season of navigation of 1902, there shall be allowed in the case of steamships specially chartered for the conveyance of excursion parties, going and coming the same day, a reduction of one-half of the usual passenger tolls for passage through the Government canals, it being distinctly understood that no freight is to be carried by the said steamers on such excursions. (O. C. April 25, 1902.) Free, O.C., April 27, 1903.

Sec. 43. (b.) Whereas the Canal Tolls payable for passage through the Welland and St. Lawrence Canals of barrel staves and headings, are 40 cents per 1,000 in the case of ordinary materials, such as those for sugar and flour barrels; while in the case of staves and headings for salt barrels the charge is 8 cents per 1,000 only.

And whereas application is made to have this distinction removed on the ground that sugar and flour coopersage is of the same weight as salt coopersage.

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His Excellency in virtue of the provisions of chapter 38 of the Revised Statutes of Canada, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that Class 5 of the existing Tariff of tolls for passage through the Canals of the Dominion, established by the Order in Council of the 25th March, 1895, shall be and the same is hereby amended to the effect, and to that effect only, of removing the distinction between ordinary and salt barrel staves and headings, and making the tolls payable for these articles the same, namely, those at present charged on salt barrel staves and headings, on all the Canals of the Dominion. (O. C. May 28, 1897.)

SPECIAL RATES ON SAND AND STONE.

Sec. 43. (c.) On the recommendation of the Acting Minister of Railways and Canals, the rate of tolls on sand and stone used in the construction of the bridge being built at Cornwall by the Ottawa and New York Railway was reduced from 15 and 20 cents to 7½ and 10 cents respectively. (O. C. August 27, 1898.)

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APPENDIX B

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows :—

First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

| | Miles. |
|-----------------------------------------------------------|---------------|
| 1. Lachine Canal..... | 8½ |
| Lake St. Louis and River St. Lawrence..... | 16 |
| 2. Soulanges Canal..... | 14 |
| Lake St. Francis and River St. Lawrence..... | 33 |
| 3. Cornwall Canal..... | 11 |
| River St. Lawrence..... | 5 |
| 4. Farran's Point Canal..... | 1 |
| River St. Lawrence..... | 10 |
| 5. Rapide Plat Canal..... | 3½ |
| River St. Lawrence..... | 4 |
| 6. Galops Canal..... | 7½ |
| River St. Lawrence and Lake Ontario..... | 236 |
| 7. Welland Canal..... | 26½ |
| Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c. | 580 |
| 8. Sault Ste. Marie Canal..... | 1½ |
| Lake Superior to Port Arthur..... | 266 |
| Total | <u>1,223½</u> |
| To Duluth..... | 1,357 |
| Chicago..... | <u>1,286</u> |

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau Canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

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RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

| | |
|------------------------------------|----------------------|
| Length of canal..... | 8½ statute miles. |
| Number of locks | 5 |
| Dimension of locks | 270 feet by 45 feet. |
| Total rise or lockage | 45 feet. |
| Depth of water } at two locks..... | 18 " |
| } on sills..... | 14 " |
| Average width of new canal..... | 150 " |

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The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

| | |
|----------------------------------------|--------------------------|
| Length of canal..... | 14 statute miles. |
| Number of locks { lift..... | 4 |
| { guard..... | 1 |
| Dimensions of locks..... | 280 feet by 45 feet. |
| Total rise or lockage..... | 84 feet. |
| Depth of water on sills..... | 15 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 164 " |
| Number of arc lights..... | 219 of 2,000 c. p. each. |

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

| | |
|----------------------------------------|----------------------|
| Length of canal..... | 11 statute miles. |
| Number of locks..... | 6 |
| Dimensions of locks..... | 270 feet by 45 feet. |
| Total rise or lockage..... | 48 feet. |
| Depth of water on sills..... | 14 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 164 " |

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall Canal there is a stretch through Lake St. Francis, of $32\frac{3}{4}$ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall Canal extends past the Long Sault Rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

FARRAN'S POINT CANAL.

| | |
|------------------------------------------|----------------------|
| Length of canal..... | 1 mile. |
| Number of locks..... | 1 |
| New lock..... | 800 feet by 45 feet. |
| Old lock..... | 200 " |
| Total rise or lockages..... | $3\frac{1}{2}$ feet. |
| Depth of water on sills of new lock..... | 14 " |
| Depth of water on sills of old lock..... | 9 " |
| Breadth of canal at bottom..... | 90 " |
| Breadth of canal at water surface..... | 154 " |

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From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point Rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

| | |
|-------------------------------------------|------------------------|
| Length of canal..... | 3 $\frac{3}{4}$ miles. |
| Number of locks..... | 2 |
| Dimensions of locks..... | 270 feet by 45 feet. |
| Total rise or lockage..... | 11 $\frac{1}{2}$ feet. |
| Depth of water on sills..... | 14 " |
| Breadth of canal at bottom..... | 80 " |
| Breadth of canal at surface of water..... | 152 " |

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10 $\frac{1}{2}$ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

| | |
|------------------------------------------------|------------------------|
| Length of canal..... | 7 $\frac{1}{2}$ miles. |
| Number of locks..... | 3 |
| Dimensions of locks. { one of which is } | 2-270 by 45. |
| a guard lock. } | 1-800 by 45. |
| Total rise of lockage..... | 15 $\frac{1}{2}$ feet. |
| Depth of water on sills..... | 14 " |
| Breadth of canal at bottom..... | 80 " |
| Breadth of canal at surface of water..... | 144 " |

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4 $\frac{1}{2}$ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

| | |
|-------------------------------------------------|------------------------|
| Length between eastern and western pier heads.. | 5 $\frac{1}{4}$ miles. |
| Breadth at bottom..... | 80 feet. |
| Breadth at water surface..... | 120 " |
| Depth below lowest known lake level..... | 11 " |
| No locks. | |

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

| | Old Line. | Enlarged or New Line. |
|--------------------------------------------------|---------------------------------------------------------------------------------|--------------------------|
| Length of canal..... | 27 $\frac{1}{2}$ miles | 26 $\frac{3}{4}$ miles. |
| Pairs of guard-gates (formerly 3)... | | 2 |
| Number of locks { lift..... | 26 | 25 |
| guard..... | 1 | 1 |
| Dimensions..... | { 1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45 | { 270 feet x 45 feet. |
| Total rise or lockage 326 $\frac{3}{4}$ feet.... | 326 $\frac{3}{4}$ feet | 326 $\frac{3}{4}$ feet. |
| Dept of water on sills..... | 10 $\frac{1}{4}$ " | 14 |

WELLAND RIVER BRANCHES.

| | |
|-----------------------------------------------------------------------|-------------------|
| Length of canal— | |
| Port Robinson Cut to River Welland. | 2,622 feet. |
| From the canal at Welland to the river, via lock at Aqueduct..... | 300 " |
| Chippewa Cut to River Niagara..... | 1,020 " |
| Number of locks—one at Aqueduct and one at Port Robinson..... | 2 |
| Dimensions of locks..... | 150 by 26½ feet. |
| Total lockage from the canal at Welland down to River Welland..... | 10 feet. |
| Depth of water on sills..... | 9 feet 10 inches. |

GRAND RIVER FEEDER.

| | |
|------------------------------|---------------------------------------------|
| Length of canal..... | 21 miles, |
| Number of locks..... | 2 |
| Dimensions of locks..... | { 1 of 150 by 26½ feet. 1 of 200 by 45 " |
| Total rise or lockage..... | 7 to 8 feet. |
| Depth of water on sills..... | 9 feet. |

PORT MAITLAND BRANCH.

| | |
|------------------------------|----------------------|
| Length of canal..... | 1¼ miles. |
| Number of locks..... | 1 |
| Dimensions of locks..... | 185 feet by 45 feet. |
| Total rise of lockage..... | 7½ feet. |
| Depth of water on sills..... | 11 " |

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¼ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL,

| | |
|-------------------------------------------------------------------------|-------------------|
| Length of canal, between the extreme ends of the entrance piers..... | 5,967 feet. |
| Number of locks..... | 1 |
| Dimensions of locks..... | 900 ft. by 60 ft. |
| Depth of water on sills (at lowest known water level) | 20 ft. 3 inches. |
| Total rise or lockage..... | 18 feet. |
| Breadth of canal at bottom..... | 141 ft. 8 inches. |
| Breadth at surface of water..... | 150 feet. |

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian

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territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:

Ottawa River Canals.

The Ste. Anne's Lock.
Carillon Canal.

Grenville Canal.
Rideau Canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

| Sections of Navigation. | Inter- mediate Distance. | Total Distance, from Montreal. |
|----------------------------------------------------------------|--------------------------------|-----------------------------------------|
| | Miles. | Miles. |
| The Lachine Canal..... | 8½ | |
| From Lachine to Ste. Anne's lock..... | 15 | 23 |
| Ste. Anne's lock and piers..... | ½ | 23 |
| Ste. Anne's lock to Carillon canal..... | 27 | 50 |
| The Carillon canal..... | ½ | 51 |
| The Carillon to Grenville Canal..... | 6½ | 57 |
| The Grenville canal..... | ¾ | 63 |
| From the Grenville canal to entrance of Rideau navigation..... | 56 | 119 |
| Rideau navigation ending at Kingston..... | 126½ | 245 |

STE. ANNE'S LOCK.

| | Old Lock. | New Lock. |
|------------------------------|---------------|----------------|
| Length of canal..... | ½ mile. | ½ mile. |
| Number of locks..... | 1 | 1 |
| Dimensions of locks..... | 190 x 45 feet | 200 x 45 feet. |
| Total rise or lockage..... | 3 feet. | 3 feet. |
| Depth of water on sills..... | 6 " | 9 " |

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

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THE CARILLON CANAL.

| | |
|----------------------------------------|---------------------|
| Length of canal..... | $\frac{3}{4}$ mile. |
| Number of locks..... | 2 |
| Dimensions of locks..... | 200 x 45 feet. |
| Total rise or lockage..... | 16 feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 100 " |
| Breadth of canal at water surface..... | 110 " |

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

| | |
|-------------------------------------------|-----------------------|
| Length of canal..... | $5\frac{1}{4}$ miles. |
| Number of locks..... | 5 |
| Dimensions of locks..... | 200 x 45 feet. |
| Total rise or lockage..... | $43\frac{1}{2}$ feet. |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 40 to 50 feet. |
| Breadth of canal at surface of water..... | 50 to 80 feet. |

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

| | |
|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| Length of navigation waters..... | $126\frac{1}{2}$ miles. |
| Number of locks going from Ottawa to Kingston... | $\left\{ \begin{array}{l} 35 \text{ ascending.} \\ 14 \text{ descending.} \end{array} \right.$ |
| Total, lockage..... | $446\frac{1}{2}$ feet $\left\{ \begin{array}{l} 282\frac{1}{2} \text{ rise and} \\ 164 \text{ fall} \end{array} \right.$ at high water. |
| Dimensions of locks..... | 134 x 33 feet. |
| Depth of water on sills..... | 5 feet. |
| Navigation depth through the several reaches..... | $4\frac{1}{2}$ feet. |
| Breadth of canal reaches at bottom. | $\left\{ \begin{array}{l} 60 \text{ feet in earth.} \\ 54 \text{ feet in rock.} \end{array} \right.$ |
| Breadth of canal at surface of water..... | 80 feet in earth. |

PERTH BRANCH.

| | |
|-------------------------------------------|-----------------------------------------------------------------------------------------------|
| Length of canal..... | 6 miles. |
| Number of locks..... | 2 |
| Dimensions of locks..... | 134 feet x 32 feet. |
| Total rise or lockage..... | 26 " |
| Depth of water on sills..... | 5 " 6 inches. |
| Length of dam..... | 200 " |
| Breadth of canal at bottom..... | 40 " |
| Breadth of canal at surface at water..... | $\left\{ \begin{array}{l} 40 \text{ " in rock.} \\ 60 \text{ " in clay.} \end{array} \right.$ |

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The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply :—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz :—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York :—

| Section of Navigation. | Inter- mediate Distance. | Total Distances. |
|--------------------------------------------------|--------------------------------|---------------------|
| | Miles. | Miles. |
| Sorel to St. Ours lock..... | 14 | 14 |
| St. Ours Lock to Chambly Canal | 32 | 46 |
| Chambly canal..... | 12 | 58 |
| Chambly canal to boundary line..... | 23 | 81 |
| Boundary line to Champlain canal..... | 111 | 192 |
| Champlain canal to junction with Erie canal..... | 66 | 258 |
| Erie Canal, from junction to Albany..... | 7 | 265 |
| Albany to New York..... | 146 | 411 |

ST. OURS LOCK DAM.

| | |
|---------------------------------------|----------------------|
| Length..... | $\frac{1}{8}$ mile. |
| Number of locks | 1 " |
| Dimensions of lock | 200 feet by 45 feet. |
| Total rise of lockage..... | 5 " |
| Depth of water on sills | 7 feet at low water. |
| Length of dam in eastern channel..... | 300 " |
| Length of dam in western channel.... | 690 " |

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At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

| | |
|----------------------|-----------|
| Length of canal..... | 12 miles. |
| Number of locks..... | 9 |

Dimensions of locks :—

| | | |
|-------------------------------------------|-----------|--------------------------------|
| Guard lock, No. 1 at St. Johns | 122 feet. | } From 22½ to 24 feet wide. |
| Lift " 2 | 124 " | |
| " " 3, 4, 5, 6 | 118 " | |
| " " 7, 8, 9 combined | 125 " | |
| Total rise or lockage..... | 74 " | |
| Depth of water on sills..... | 7 " | |
| Breadth of canal at bottom..... | 36 " | |
| Breadth of canal at surface of water..... | 60 " | |

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows :—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

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The following table gives the distance of navigable and unnavigable reaches :—

| | Navigable Miles. | Unnavigable Miles. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------|
| From Trenton, Bay of Quinté to Nine Mile rapids. | — | 9 |
| Nine Mile rapids to Percy landing | 19½ | — |
| Percy landing to Heeley's Falls dam | — | 14½ |
| Heeley's Falls dam to Peterborough | 51½ | — |
| Peterborough to Lakefield | — | 9 |
| Lakefield to a point across Balsam lake | 61 | — |
| | 132½ | 32½ |
| Total distance, Bay of Quinté to a point across Balsam lake . . | | 165 |
| From Sturgeon Point on Sturgeon lake, 48½ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog | | 27 |

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bobcaygeon, Fenelon Falls and Rosedale ; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system ; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh Rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15½ miles from Buckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks with their dimensions :—

- 1 Lock at Rosedale, (maintained by the Ontario government) 100' x 30' x 4' 6' to 6' 6" depth water on mitre sill.
- 2 Locks at Fenelon . . . 134' x 33' x 5' 0" to 7' 6" depth water on mitre sill.
 - 1 " Lindsay 134' x 33' x 5' 0" to 7' 6" " "
 - 1 " Bobcaygeon . . . 134' x 33' x 5' 8" to 7' 0" " "
 - 1 " Buckhorn 134' x 33' x 5' 0" to 9' 0" " "
 - 1 " Lovesick 134' x 33' x 5' 0" to 9' 4" " "
 - 2 " Burleigh 134' x 33' x 6' 0" to 8' 0" " "
 - 1 " Young's Point (a Provincial government work) 134' x 33' x 5' 0" to 14' 0" depth water on mitre sill.
 - 1 " Peterborough . . 134' x 33' x 5' 0" to 10' 0" depth water on mitre sill.
 - 1 " Hastings 134' x 33' x 7' 0" to 10' 6" " "
 - 1 " Chisholm's 134' x 33' x 5' 0" to 8' 6" " "

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ST. PETER'S CANAL, CAPE BRETON.

| | |
|----------------------------------------------------------|-----------------------------------|
| Length of canal..... | About 2,400 feet. |
| Breadth at water line..... | 55 feet. |
| Lock..... | One tidal lock, 4 pairs of gates. |
| Dimensions..... | 200 feet by 48 feet. |
| Depth of water on sills..... | 18 " at lowest water. |
| Depth through canal..... | 19 " |
| Extreme rise and fall of tide in St. Peter's Bay..... | 4 " |

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

| | |
|----------------------------------------|----------------------|
| Length of canal..... | 12 statute miles. |
| Number of locks..... | 9. |
| Dimensions of locks..... | 200 feet by 45 feet. |
| Total rise or lockage..... | 82½ " |
| Depth of water on sills..... | 9 " |
| Breadth of canal at bottom..... | 80 " |
| Breadth of canal at water surface..... | 120 " |

As the new Soulanges canal is now opened for navigation, it is to be presumed that the Beauharnois canal will be abandoned for navigation purposes.

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ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR,
BY WATER.

| From | To | Sections of Navigation. | Statute Miles. | |
|-------------------------------------------|-----------------------------------|-------------------------------|-------------------|-----------------------------------------|
| | | | Inter- mediate | Total to Straits of Belle-Ile. |
| Straits of Belle-Ile..... | Cape Whittle..... | Gulf of St. Lawrence... | 240 | 240 |
| Cape Whittle..... | West Point, Anticosti..... | " " | 201 | 441 |
| West Point, Anticosti..... | Father Point..... | River St. Lawrence..... | 202 | 643 |
| Father Point..... | Rimouski..... | " " | 6 | 649 |
| Rimouski..... | Bic..... | " " | 12 | 661 |
| Bic..... | Isle Verte..... | " " | 39 | 700 |
| Isle Verte (opp. Saguenay)..... | Quebec..... | " " | 126 | 826 |
| Quebec..... | Three Rivers..... | " to Tide-water | 74 | 900 |
| Three Rivers..... | Montreal..... | " " | 86 | 986 |
| Montreal..... | Lachine..... | Lachine Canal..... | 84 | 994½ |
| Lachine..... | Beauharnois..... | Lake St. Louis..... | 15½ | 1,009½ |
| Beauharnois..... | Ste. Cécile..... | Beauharnois Canal..... | 11½ | 1,021 |
| Ste. Cécile..... | Cornwall..... | Lake St. Louis..... | 32½ | 1,053½ |
| Cornwall..... | Dickinson's Landing..... | Cornwall Canal..... | 11½ | 1,065½ |
| Dickinson's Landing..... | Farran's Point..... | River St. Lawrence..... | 5 | 1,070½ |
| Farran's Point..... | Upper end of Croyle's Island..... | Farran's Point..... | ½ | 1,071 |
| Upper end of Croyle's Island..... | Williamsburg or Morrisburg..... | River St. Lawrence..... | 10½ | 1,081½ |
| Williamsburg..... | Rapide Plat..... | Rapide Plat Canal..... | 4 | 1,085½ |
| Rapide Plat..... | Point Iroquois Village..... | River St. Lawrence..... | 4½ | 1,090 |
| Point Iroquois Village..... | Upper end Presqu'île..... | Point Iroquois Canal..... | 3 | 1,093 |
| Presqu'île..... | Point Cardinal, Edwardsburg..... | Junction Canal..... | 2½ | 1,095½ |
| Point Cardinal..... | Head of Galops Rapids..... | Galops Canal..... | 2 | 1,097½ |
| Galops Rapids..... | Prescott..... | River St. Lawrence..... | 7½ | 1,105 |
| Prescott..... | Kingston..... | " " | 59 | 1,164 |
| Kingston..... | Port Dalhousie..... | Lake Ontario..... | 170 | 1,334 |
| Port Dalhousie..... | Port Colborne..... | Welland Canal..... | 26½ | 1,360½ |
| Port Colborne..... | Amherstburg..... | Lake Erie..... | 232 | 1,592½ |
| Amherstburg..... | Windsor..... | River Detroit..... | 18 | 1,610½ |
| Windsor..... | Foot of St. Mary's Island..... | Lake St. Clair..... | 25 | 1,635½ |
| Foot of St. Mary's Island..... | Sarnia..... | River St. Clair..... | 33 | 1,668½ |
| Sarnia..... | Foot of St. Joseph's Island..... | Lake Huron..... | 270 | 1,938½ |
| Foot of St. Joseph's Island..... | Foot of Sault Ste. Marie..... | River St. Mary..... | 47 | 1,985½ |
| Sault Ste. Marie..... | Head of Sault Ste. Marie..... | Sault Ste. Marie Canal..... | 1 | 1,986½ |
| Head of Sault Ste. Marie..... | Pointe aux Pins..... | River St. Mary..... | 7 | 1,993½ |
| Pointe aux Pins..... | Port Arthur..... | Lake Superior..... | 266 | 2,259½ |
| Port Arthur to Lake Shebandowan..... | | | 45 | |
| Lake Shebandowan to North-west Angle..... | | | 312 | |
| North-west Angle to Winnipeg..... | | | 95 | |
| Pointe aux Pins to Duluth..... | | | 390 | |

Of the 2,259½ miles from the Straits of Belle-Ile to the head of Lake Superior, 71 miles are artificial navigation, and 2,188½ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

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TABLE of distances of Stations between the cities of Ottawa and Kingston,

| No. of Station. | Name of Station. | Distances from Ottawa. | Locks. | | Dams. | | | Length of Artificial Canal at each Station in miles. | |
|-------------------------------|---------------------------------|------------------------|--------|--------------------|-------|-----------------------|----------------|------------------------------------------------------|-------|
| | | | No. | Lift at Low Water. | No. | Length. | Height. | | |
| | | | | Rise. Ft. In. | | | | | Feet. | Feet. |
| 1 | Ottawa..... | 0 | 8 | 82 0 | 3 | 230 1,320 1,616 | 13 33 14 | 4 00 | |
| 2 | Hartwell's..... | 4½ | 2 | 22 0 | ... | 100 | 28 | | |
| 3 | Hogsback..... | 5½ | 2 | 13 6 | 1 | 320 | 60 | | |
| 4 | Black Rapids..... | 9½ | 1 | 10 0 | 1 | 300 | 12 | | 0 13 |
| 5 | Long Island..... | 14½ | 3 | 27 0 | 3 | 850 | 68 | | 0 13 |
| 6 | Burritt's..... | 40½ | 1 | 10 6 | 1 | 240 | 14 | | 1 50 |
| 7 | Nicholson..... | 43½ | 2 | 15 2 | 1 | 500 | 9 | | 0 50 |
| 8 | Clowes..... | 44½ | 1 | 10 0 | 1 | 481 | 16 | | 0 06 |
| 9 | Merrickville..... | 46½ | 3 | 25 0 | 1 | 150 | 6 | | 0 33 |
| 10 | Maitland..... | 55 | 1 | 4 9 | 1 | 270 | 8 | | 0 13 |
| 11 | Edmunds..... | 59½ | 1 | 10 10 | 1 | 343 | 8 | | 0 06 |
| 12 | Old Slys..... | 60½ | 2 | 15 6 | 1 | 250 | 20 | | 0 25 |
| 13 | Smith's Falls..... | 61½ | 4 | 33 9 | 2 | 600 | 24 | | 0 13 |
| 14 | First Rapids or Poonamalie..... | 64 | 1 | 7 9 | 1 | 260 | 5 | | 1 25 |
| 15 | Narrows..... | 83½ | 1 | 4 0 | 1 | 600 | 9 | | 0 06 |
| Total rise at low water | | | | 292 3 | | | | | |
| | | | | Fall. | | | | | |
| 16 | Isthmus..... | 87½ | 1 | 4 0 | ... | | | 1 25 | |
| 17 | Chaffey's..... | 92 | 1 | 12 6 | ... | | | 0 13 | |
| 18 | Davis..... | 94½ | 1 | 9 0 | 1 | 300 | 15 | 0 06 | |
| 19 | Jones' Falls..... | 97½ | 4 | 60 0 | 1 | 300 | 60 | 0 25 | |
| 20 | Brewer's Upper Mills..... | 108½ | 2 | 19 0 | 1 | 200 | 20 | 1 75 | |
| 21 | " Lower Mills..... | 110 | 1 | 14 2 | 1 | 200 | 12 | 4 25 | |
| 22 | Kingston Mills..... | 120½ | 4 | 46 8 | 1 | 6,042 | 14 | 0 25 | |
| 23 | Kingston..... | 126½ | | | | | | | |
| Total fall at low water..... | | | | 165 4 | | | | | |
| Total..... | | | 47 | | 24 | 15,472 | | 16 46 | |

PART VI

STEAM AND ELECTRIC RAILWAY STATISTICS

STEAM RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE YEAR ENDED JUNE 30, 1904.

Compiled by Mr. Thomas Ridout, C.E., from sworn Returns furnished by the several Railway Companies

COLLINGWOOD SCHREIBER,

Deputy Minister and Chief Engineer of Railways and Canals.

TABLE showing the growth of the Railways from year to year, since the opening of the first line in 1836.

| Year, | Miles in Operation. | Year. | Miles in Operation. |
|-----------|---------------------------|-----------|---------------------------|
| 1835..... | 0 | 1870..... | 2,617 |
| 1836..... | 16 | 1871..... | 2,696 |
| 1837..... | 16 | 1872..... | 2,899 |
| 1838..... | 16 | 1873..... | 3,832 |
| 1839..... | 16 | 1874..... | 4,331 |
| 1840..... | 16 | 1875..... | 4,804 |
| 1841..... | 16 | 1876..... | 5,218 |
| 1842..... | 16 | 1877..... | 5,782 |
| 1843..... | 16 | 1878..... | 6,226 |
| 1844..... | 16 | 1879..... | 6,858 |
| 1845..... | 16 | 1880..... | 7,191 |
| 1846..... | 16 | 1881..... | 7,831 |
| 1847..... | 54 | 1882..... | 8,697 |
| 1848..... | 54 | 1883..... | 9,577 |
| 1849..... | 54 | 1884..... | 10,273 |
| 1850..... | 66 | 1885..... | 10,773 |
| 1851..... | 159 | 1886..... | 11,793 |
| 1852..... | 205 | 1887..... | 12,184 |
| 1853..... | 506 | 1888..... | 12,585 |
| 1854..... | 764 | 1889..... | 12,585 |
| 1855..... | 877 | 1890..... | 13,151 |
| 1856..... | 1,414 | 1891..... | 13,838 |
| 1857..... | 1,444 | 1892..... | 14,564 |
| 1858..... | 1,863 | 1893..... | 15,005 |
| 1859..... | 1,994 | 1894..... | 15,627 |
| 1860..... | 2,065 | 1895..... | 15,977 |
| 1861..... | 2,146 | 1896..... | 16,270 |
| 1862..... | 2,189 | 1897..... | 16,550 |
| 1863..... | 2,189 | 1898..... | 16,870 |
| 1864..... | 2,189 | 1899..... | 17,250 |
| 1865..... | 2,240 | 1900..... | 17,657 |
| 1866..... | 2,278 | 1901..... | 18,140 |
| 1867..... | 2,278 | 1902..... | 18,714 |
| 1868..... | 2,270 | 1903..... | 18,988 |
| 1869..... | 2,524 | 1904..... | 19,431 |

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DEPARTMENT OF RAILWAYS AND CANALS.

THE SUMMARY of Tables of Steam Railways for the Years ended June 30, 1903, and June 30, 1904.

| | Comparative Statement. | |
|---------------------------------------------------------|------------------------|----------------|
| | June 30, 1903. | June 30, 1904. |
| Miles of railway completed (track laid)..... | 19,077 | 19,611 |
| " sidings..... | 2,953 | 3,327 |
| " iron rails in main line..... | 101 | 66 |
| " steel..... | 18,976 | 19,545 |
| " (double track)..... | 695 | 763 |
| Capital paid (including the four following items)..... | 1,146,550,769 | 1,186,546,918 |
| Government (Dominion and Provincial) bonuses paid..... | 189,874,202 | 195,805,982 |
| " " loans paid..... | 20,613,214 | 20,613,214 |
| " (Provincial only) subscriptions to shares paid..... | 300,000 | 300,000 |
| Municipal aid paid..... | 16,561,044 | 17,157,810 |
| Miles in operation..... | 18,988 | 19,431 |
| Gross earnings..... | 96,064,527 | 100,219,436 |
| Working expenses..... | 67,481,524 | 74,563,162 |
| Net earnings..... | 28,583,003 | 25,656,274 |
| Passengers carried..... | 22,148,742 | 23,640,765 |
| Freight carried (tons)..... | 47,373,417 | 48,097,519 |
| Train mileage..... | 60,382,920 | 61,312,002 |
| Passengers killed..... | 53 | 25 |
| Number of elevators..... | 261 | 286 |
| " Highway crossings at rail-level, with watchman..... | 221 | 239 |
| " " " without watchman..... | 12,829 | 13,493 |
| " Overhead bridges, highway crossings over railway..... | 468 | 463 |
| " Highway crossings under railway..... | 299 | 333 |
| " Level crossings of other railways..... | 256 | 272 |
| " Junctions with other railways..... | 374 | 381 |
| " " branch lines..... | 223 | 224 |
| " Engines owned..... | 2,488 | 2,640 |
| " " hired..... | 99 | 128 |
| " Sleeping cars owned..... | † | 156 |
| " " hired..... | † | 15 |
| " Parlor cars owned..... | 290 | 44 |
| " " hired..... | 14 | 6 |
| " Dining cars owned..... | † | 37 |
| " " hired..... | † | 5 |
| " Official cars owned..... | † | 60 |
| " " hired..... | † | † |
| " First-class passenger cars owned..... | 1,106 | 1,153 |
| " " " hired..... | 42 | 78 |
| " Second-class and immigrant cars owned..... | 579 | 583 |
| " " " hired..... | 11 | 12 |
| " Baggage, mail and express cars owned..... | 796 | 839 |
| " " " hired..... | 22 | 21 |
| " Refrigerator cars owned..... | 979 | 1,297 |
| " " " hired..... | 242 | 268 |
| " Cattle and box freight cars owned..... | 49,652 | 51,951 |
| " " " hired..... | 3,455 | 2,926 |
| " Platform cars owned..... | 17,784 | 18,254 |
| " " " hired..... | 501 | 390 |
| " Coal cars owned..... | 7,356 | 8,172 |
| " " " hired..... | 283 | 304 |
| " Conductors vans owned..... | 1,107 | 1,229 |
| " " " hired..... | 19 | 19 |
| " Tool cars owned..... | † 1,070 | 823 |
| " " " hired..... | 4 | 5 |
| " Snow ploughs owned..... | 308 | 300 |
| " " " hired..... | 5 | 4 |
| " Flanges owned..... | 345 | 354 |
| " " " hired..... | 2 | 2 |
| " Other rolling stock..... | † | * 1,421 |
| Included in the above there are the following: | | |
| Number of cars with air brakes owned..... | 63,788 | 71,795 |
| " " " hired..... | 4,348 | 3,478 |
| " " automatic couplers owned..... | 71,964 | 76,816 |
| " " " hired..... | 4,572 | 3,769 |

† Sleeping, parlor, dining and official cars in total.

‡ Including water tank cars, steam-shovels, pile-drivers, store cars, gravel cars, boarding cars, &c.

* Steam cranes, steam-shovels, derricks, boarding cars, pile-drivers, &c.

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Nominal capital paid up to June 30, 1904.

| | Miles con- structed | Amount. | Per mile. | Remarks. |
|----------------------------------------|---------------------------|------------------|-----------|------------------------------------------------------------------|
| | | \$ cts. | \$ cts. | |
| Ordinary share capital..... | 19,611 | 347,158,117 42 | 17,702 21 | |
| Preference "..... | 19,611 | 145,594,412 28 | 7,422 33 | |
| Bonded debt..... | 19,611 | 449,114,035 34 | 22,901 13 | |
| Aid from Dominion Government..... | 19,611 | 182,222,277 86 | 9,291 84 | |
| " Ontario..... | 7,220 | 8,512,578 04 | 1,179 02 | |
| " Quebec..... | 3,510 | 16,613,242 16 | 4,733 11 | |
| " New Brunswick Government..... | 1,460 | 4,569,937 71 | 3,130 09 | Equal to an average of \$1,759.06 per mile on the total mileage. |
| " Nova Scotia..... | 1,104 | 2,846,707 18 | 2,578 53 | |
| " Prince Edward Island Government..... | 209 | | | |
| " Manitoba Government..... | 2,364 | 1,916,952 75 | 810 89 | |
| " British Columbia Government..... | 1,544 | 37,500 00 | 24 28 | |
| " North-west Territories..... | 2,200 | | | |
| " Municipalities in Ontario..... | 7,220 | 12,862,197 80 | 1,781 46 | |
| " " Quebec..... | 3,510 | 3,125,727 17 | 890 52 | |
| " " New Brunswick..... | 1,460 | 336,500 00 | 230 48 | Equal to an average of \$874.90 per mile on the total mileage. |
| " " Nova Scotia..... | 1,104 | 283,023 93 | 256 36 | |
| " " Prince Edward Island..... | 209 | | | |
| " " Manitoba..... | 2,364 | 490,600 00 | 207 11 | |
| " " British Columbia..... | 1,544 | 37,500 00 | 24 28 | |
| " " North-west Territ..... | 2,200 | 22,261 29 | 10 12 | |
| Capital from other sources..... | 19,611 | 10,838,347 36 | 552 66 | |
| Total capital paid..... | 19,611 | 1,186,546,918 29 | | |

Government and Municipal Loans, Bonuses, &c., premised to Railways Completed and under Construction up to June 30, 1904.

| | \$ cts. |
|--------------------------------|----------------|
| Dominion Government..... | 188,397,314 39 |
| Ontario..... | 8,922,378 04 |
| Quebec..... | 17,569,089 08 |
| New Brunswick Government..... | 4,863,012 71 |
| Nova Scotia..... | 3,965,087 45 |
| Manitoba..... | 1,916,952 75 |
| British Columbia..... | 37,500 00 |
| Municipalities in Ontario..... | 12,947,197 80 |
| " Quebec..... | 4,875,074 00 |
| " New Brunswick..... | 341,500 00 |
| " Nova Scotia..... | 333,023 93 |
| " Manitoba..... | 595,600 00 |
| " British Columbia..... | 37,500 00 |
| North-west Territories..... | 25,000 00 |
| Total..... | 243,926,230 15 |

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LAND GRANTS made by Governments to Railways

| No. | Act authorizing Subsidy. | Name of Railway Company. | Government. |
|-----|---------------------------------------------------------------------|------------------------------------------------------------------------------|------------------|
| 1 | { 48-49 Vic., c. 60 } { 50-51 Vic., c. 22 } { 52 Vic., c. 2 } | Alberta Railway and Coal Co.—Main line, Dunmore to Lethbridge..... | Dominion..... |
| 2 | { 52 Vic., c. 4 } { 52 Vic., c. 3 } | Alberta Railway and Coal Co., from Lethbridge to International Boundary..... | " |
| 3 | 53 Vic., c. 4 .. | Calgary and Edmonton Railway..... | " |
| 4 | 44 Vic., c. 1..... | Canadian Pacific Railway—Main line..... | " |
| 5 | 53 Vic., c. 4..... | C. P. R.—Deloraine and Napinka Branch..... | " |
| 6 | 53 Vic., c. 4..... | C. P. R.—Glenboro' and Souris Branch..... | " |
| 7 | { 53 Vic., c. 4 } { 54 Vic., c. 10 } | C. P. R.—Kemnay and Estevan Branch..... | " |
| 8 | 57-58 Vic., c. 6 .. | C. P. R.—Pipestone Branch | " |
| 9 | 62-63 Vic., c. 57.... | Canadian Northern Railway..... | " |
| 10 | 49 Vic., c. 11..... | Great North-west Central Railway..... | " |
| 11 | 48-49 Vic., c. 60 .. | Manitoba and North-western Railway—Main line..... | " |
| 12 | 49 Vic., c. 11..... | " | " |
| 13 | 57-58 Vic., c. 6..... | Saskatchewan and Western Railway..... | " |
| 14 | 53 Vic., c. 4 | Manitoba and South-eastern Railway..... | " |
| 15 | { 54-55 Vic., c. 10 } { 48-49 Vic., c. 10 } | Manitoba and South-western Colonization Railway | " |
| 16 | { 48-49 Vic., c. 60 } { 50-51 Vic., c. 23 } | Qu'Appelle, Long Lake and Saskatchewan Railway..... | " |
| 17 | ..... | ..... | Ontario..... |
| 18 | 63 Vic., c. 30..... | Algoma Central and Hudson Bay Railway..... | " |
| 19 | ..... | Quebec and Lake St. John Railway | Quebec..... |
| 20 | ..... | Yarmouth and Annapolis—in Dominion Atlantic Railway. | Nova Scotia.... |
| 21 | ..... | Columbia and Kootenay Railway..... | British Columbia |
| 22 | ..... | Columbia and Western Railway..... | " .. |
| 23 | ..... | Esquimalt and Nanaimo Railway..... | " .. |
| 24 | ..... | Kaslo and Slocan Railway | " .. |
| 25 | ..... | Nelson and Fort Sheppard..... | " .. |
| 26 | 57 Vic., c. 39..... | British Columbia Southern..... | " .. |

* Again, after efforts to obtain a statement of the amounts realized from the sale of these lands, the to the Dominion Government at \$1.50 per acre. ‡ By 62-63 Vic., caps 57, 75 and 80, the Lake Manitoba the Ontario and Rainy River Ry., were amalgamated with the Canadian Northern Ry., all the rights of have been retained by government as security for cash subsidy.

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completed and under construction, up to June 30, 1904.

| Mileage Subsidized. | Acres granted per Mile. | Total Acres granted. | Acres sold by Railway Companies. | Amount Realized. | |
|---------------------|-------------------------|----------------------|----------------------------------|------------------|-------------------------------------------------------------|
| | | | | \$ cts. | |
| 109.50 | 6,400 | 700,800 | 1,903,607 | 2,575,473 61 | Sold 790,039 acres more than the Dominion Government grant. |
| 64.62 | 6,400 | 413,568 | | * | |
| 294.07 | 6,400 | 1,888,448 | | 10,189,521 00 | |
| 18.01 | 6,400 | 25,000,000 | *1,481,046 | | |
| 45.24 | 6,400 | 115,264 | +6,793,014 | | |
| 156.86 | 6,400 | 289,536 | 9,123,273 | 32,310,815 70 | |
| 31.30 | 6,400 | 1,003,904 | | | |
| 818.61 | 6,400 | 200,320 | | | |
| | { Div. A., 6,400 | 8,590,928 | 356,689 | 1,361,768 34 | |
| | " B., 12,800 | | | | |
| | " C., 6,400 | | | | |
| 50.00 | 6,400 | 320,000 | Acres sold. | Amount. | |
| | | | { 175,150 | 711,885 40 | |
| | | | { Town sites. | 6,322 70 | |
| 223.09 | 6,400 | 2,918,400 | 1,187,487 | 1,950,522 10 | |
| 11.50 | 6,400 | | | | |
| 15.45 | 6,400 | | | | |
| 98.00 | 6,400 | 627,200 | { 997,416 | 3,604,473 52 | In Canadian Northern. |
| 218.25 | 6,400 | 1,396,800 | | 290,746 19 | |
| 253.96 | 6,400 | 1,626,344 | | 121,600 00 | |
| | | | { 128,000 | ** | Disposed of, to enable the company to finance. |
| | | | { 998,200 | | |
| 200.00 | 7,400 | 1,480,000 | None. | Nil. | |
| | | | 1,390,000 | 729,750 00 | |
| | | | 450,000 | 100,000 00 | |
| | | 150,000 | No return of lands sold. | | |
| | | 190,000 | { 40,673 | 109,293 07 | Leased to Can. Pac. Ry. |
| | | | { Town sites. | 246,436 38 | |
| | | 2,500,000 | No return of lands sold. | | Leased to Can. Pac. Ry. |
| | | 2,000,000 | { 345,551 | 1,304,561 70 | |
| | | | Town and Suburban lots . . . | 108,961 48 | |
| | | | Miners Houses and lots. | 57,765 00 | |
| | | 212,763 | { Town sites. | 8,392 33 | |
| | | | { 132,604 | 50,736 00 | |
| | | 608,256 | 435,521 | 433,826 87 | |
| 187.79 | 20,000 | 3,600,000 | 5,002 | 21,564 48 | |

companies have failed to give the information, the return, therefore, in this respect, is incomplete. † Sold Railway and Canal Co., the Winnipeg Great Northern Ry., the Manitoba and South-eastern Ry., and these companies being vested in the new company. **Qu'Appelle, &c. Ry. The remaining 449,114 acres

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STEAM RAILWAYS.

Total Fatal Accidents for Year ended June 30, 1904.

| | Passengers Killed. | Employees Killed | Others Killed. | Total Killed. |
|-----------------------------------------------------------|-----------------------|---------------------|-------------------|------------------|
| Falling from cars or engines. | 5 | 34 | 8 | 47 |
| Jumping on or off trains in motion. | 7 | 7 | 7 | 21 |
| At work making up trains. | | 3 | | 3 |
| Putting heads or arms out of window. | | | | |
| Coupling cars. | | 11 | | 11 |
| Collisions, or by trains thrown from track. | 8 | 60 | 9 | 77 |
| Struck by engines or cars on highway crossings. | | 1 | 36 | 37 |
| Walking, standing, lying, sitting or being on track. | 5 | 41 | 103 | 149 |
| Explosions. | | | | |
| Striking bridges. | | 2 | | 2 |
| Other causes. | | 33 | 15 | 48 |
| Total killed. | 25 | 192 | 178 | 395 |

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TABLE showing Location of the Steam Railways of the Dominion of Canada, June 30, 1904.

| Name of Railway. | Description. | Distance. | |
|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| | | Miles. | Total. |
| Alberta Railway and Coal Co.... | From Lethbridge in District of Alberta, N.W.T., to Coutts, on International boundary, 4 ft. 8½ in. gauge. Also third rail for 20 miles, making a gauge of 3' 0". The portion from Dunmore to Lethbridge, 107 miles, was changed to 4 ft. 8½ in. gauge and sold to Can. Pac. Ry., 29th Nov., 1893. | | 66 72 |
| Albert Southern... | Harvey Branch Junction to Alma, N.B. | 16 00 | |
| | Harvey Branch Albert to Harvey Bank, N.B. | 3 00 | 19 00 |
| Algoma Central and Hudson Bay. | Sault Ste. Marie to mile 64½—Main line. | 64 25 | |
| | Branch—Michipicoten to Helen Mines. | 12 00 | |
| | " Josephine Jct. to Josephine Mine. | 10 50 | |
| | Trout Lake to Awares. | 2 00 | |
| | Mile 20 to Maple Camp. | 1 00 | |
| | Lake Wilde to Breiting Mine. | 2 00 | |
| Baie des Chaleurs in Atlantic and Lake Superior System.... | Metapedia Station on C.P.R. to Paspebiac, 100 miles. | | 91 75 |
| Bay of Quinté Railway.... | Deseronto to Bannockburn. | 76 00 | 100 00 |
| | " west of Deseronto. | 2 00 | |
| | " Deseronto Junction. | 4 00 | |
| | Yarker to Sydenham. | 11 37 | |
| Bedlington and Nelson. | International Boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Junct. with C.P.R. at Sirdar to Kuscomok. | | 83 37 |
| British Yukon. | White Pass to White Horse Spur, B.C., and Branch to White Horse. | | 15 30 |
| Buctouche and Moncton. | Moncton, on Intercolonial Railway, to Buctouche, N.B. | | 90 32 |
| Brockville, Westport and North Western. | Brockville to Westport, Ont. | | 32 00 |
| | | | 45 00 |
| Bruce Mines and Algoma. | Town of Bruce Mines to Rock Lake Mine and 66 miles under construction. | | 16 62 |
| Calgary and Edmonton. | Calgary to Edmonton. | 190 97 | |
| | " MacLeod, District of Alberta. | 104 96 | |
| Canada Atlantic, including Ottawa, Arnprior and Parry Sound Ry. | City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron, near Parry Sound. | | 295 93 |
| Central Counties. | From Glen Robertson, on Canada Atlantic to Hawkesbury, Ont. | 21 00 | |
| Leased to Canada Atlantic. | South Indian, on Canada Atlantic, to Rockland. | 16 40 | |
| | | | 37 40 |
| Canadian Northern. | Port Arthur to Winnipeg. | 438 60 | |
| | Beaver to Grand View. | 131 30 | |
| | Branches—Stanley Junction to Gunflint Lake. | 66 90 | |
| | " Carman Junction to Learys. | 63 10 | |
| | " Neebawa Junction to McCreary Junction. | 33 20 | |
| | " Gilbert Plains Junction to Erwood. | 190 70 | |
| | " Sifton Junction to Winnipegosis. | 21 20 | |
| | " Emerson to Ridgville. | 11 60 | |
| | " Winnipeg Transfer Track. | 4 85 | |
| | | | 998 65 |
| Canada Coals and Railway Co., formerly Joggins. | Maccan Station, I.C.R., to Joggins Coal Mine. | | 12 00 |
| Canada Southern. | Main Line—Windsor, Ont., to Suspension Bridge. | 226 18 | |
| | Amherstburg Branch—Essex Centre to Amherstburg. | 16 83 | |
| | St. Clair Branch—St. Clair Junction to Courtright. | 62 63 | |
| | Fort Erie Branch—Fort Erie to Welland Junction. | 17 50 | |

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TABLE showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|---------------------------------|----------------------------------------------------------------------|-----------|----------|
| | | Miles. | Total. |
| Canada Southern..... | Erie and Niagara Branch—Old Fort Erie to Niagara. | 30 60 | |
| Leased..... | Oil Springs Branch—Oil Springs to Oil City..... | 5 50 | |
| "..... | Sarnia, Chatham and Erie—Oil City to Petrolia..... | 7 00 | |
| "..... | Leamington and St. Clair—Comber to Leamington..... | 15 95 | 382 19 |
| Canada Eastern..... | Late Northern and Western of New Brunswick..... | | |
| | Gibson, opposite City of Fredericton to Chatham Junction, I.C.R..... | 107 00 | |
| | Chatham Junction to Chatham and Logieville via Nelson..... | 20 00 | |
| | Blackville to Indiantown..... | 9 00 | |
| Canadian Pacific: | | | 136 00 |
| Owned..... | Main Line—Quebec to St. Martin's Junction..... | 159 80 | |
| | " Montreal to Ottawa..... | 120 30 | |
| | " Ottawa to Bonfield..... | 223 60 | |
| | " Bonfield to Vancouver..... | 2,565 80 | 3,064 80 |
| | Branches—Dunmore to Crows Nest..... | 213 60 | |
| | " Piles Junction to Grand Piles..... | 26 90 | |
| | " Berthier Junction to Berthier..... | 2 10 | |
| | " Joliette Junction to St. Félix..... | 16 60 | |
| | " Ste. Thérèse Junction to St. Jérôme..... | 13 30 | |
| | " " to St. Eustache..... | 6 00 | |
| Montreal and Western..... | " St. Jérôme to Labelle..... | 66 90 | |
| | " Labelle to Nominigüe..... | 23 50 | |
| | " St. Lin Junction to St. Lin..... | 15 10 | |
| Brockville and Ottawa Railway.. | " Buckingham Stn. to Buckingham Village..... | 4 60 | |
| | " Carleton Junction to Brockville..... | 44 90 | |
| | " Sudbury to Sault Ste. Marie..... | 178 90 | |
| | " Sudbury to Copper Mines..... | 5 60 | |
| | " Dymont to Ottamine..... | 6 90 | |
| | " Molson to Lac du Bonnet..... | 22 00 | |
| | " McGregor to Brookdale..... | 36 00 | |
| | " Winnipeg Junction to Emerson..... | 63 60 | |
| | " Les Rivière Junction to Manitou..... | 99 60 | |
| | " Winnipeg to Winnipeg Beach..... | 50 20 | |
| | " Rosenfeldt to Gretna..... | 13 70 | |
| | " Beach Junction to Teulon..... | 37 30 | |
| | Kenmay to Estevan..... | 156 20 | |
| | Souris Branch. { Glenboro' to Souris..... | 45 70 | |
| | { Deloraine to Napinka..... | 18 70 | |
| | Branches Monteith Junction to Arcola..... | 94 80 | |
| | " North Portal to Pasqua..... | 160 30 | |
| | " New Westminster Jct. to New Westminster..... | 8 20 | |
| Lake Témiscamingue Colonization | " Mattawa to Kippewa..... | 48 00 | |
| | " Mission Junction to Huntington..... | 10 00 | |
| | " Revelstoke to Arrow Head..... | 27 70 | |
| | " Vancouver to Coal Harbour..... | 1 20 | |
| | " Three Forks to Sandon..... | 4 20 | |
| | " Wood Bay to Mowbray..... | 25 70 | |
| | " North Star Junction to Kimberly..... | 19 10 | |
| | " Deloraine to Lyleton..... | 36 50 | |
| | " Fernie to Fernie Mines..... | 5 00 | |
| | " Kickella to Esterhazy..... | 62 80 | |
| | " Marysville Junction to Maryville..... | 1 05 | 1,586 20 |
| | Total mileage owned..... | | 4,742 40 |
| Leased Lines..... | Atlantic and North-west (in Canada) - | | |
| | South end Lachine Bridge to Maine boundary, Que..... | 181 90 | |
| | Renfrew Jct. to Eganville, Ont..... | 18 90 | 201 00 |

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TABLE showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|-----------------------------|-----------------------------------------------------------------------------------------|-----------|--------|
| | | Miles. | Total. |
| Canadian Pacific—Continued. | | | |
| Leased lines | St. Lawrence and Ottawa— | | |
| | Ottawa to Prescott, Ont. | 51 70 | |
| | Chaudière Junction to Sussex St., Ottawa. | 6 60 | |
| | Ontario and Quebec— | | 58 30 |
| | Montreal (Windsor Sta.) to Toronto Jct. | 338 90 | |
| | Mile End to Adirondack Jct. | 9 90 | |
| | St. Luc Jct. to Western Jct. | 1 70 | |
| | Toronto Jct. to Toronto (Union Station). | 4 70 | |
| | Leaside Jct. " " | 5 30 | |
| | London to Windsor. | 112 60 | |
| | Credit Valley— | | 471 40 |
| | Toronto Junction to St. Thomas. | 116 80 | |
| | Streetsville Junction to Melville Jct. | 31 60 | |
| | Cataract to Flora. | 27 30 | |
| | West Ontario Pacific—Woodstock to London. | | 175 70 |
| | Toronto, Grey and Bruce— | | 26 60 |
| | Toronto Junction to Owen Sound. | 116 80 | |
| | Orangeville Junction to Teeswater. | 69 80 | |
| | Glenannan to Wingham. | 4 50 | |
| | Guelph Junction— | | 191 10 |
| | Guelph Junction on Credit Valley Ry. to Guelph. | | 15 00 |
| | Montreal and Lake Maskinongé— | | |
| | St. Félix to St. Gabriel de Brandon. | | 11 00 |
| | Montreal and Ottawa— | | |
| | Vaudreuil to Jct. with the Canada Atlantic. | 86 70 | |
| | Rigaud to Pt. Fortune. | 6 80 | |
| | Toronto, Hamilton and Buffalo— | | 98 50 |
| | Hamilton Junction to Hamilton. | | 2 20 |
| | Cap de la Madeleine— | | |
| | From Main Line C.P.R., at Junction with Piles branch to Cap de la Madeleine. | | 2 30 |
| | New Brunswick— | | |
| | Woodstock to Maine boundary. | 59 30 | |
| | Newburg Junction to Fredericton. | 58 50 | |
| | Aroostook Junction to Edmundston. | 57 00 | |
| | St John and Maine— | | 174 80 |
| | Vanceboro to McAdam Junction. | 6 00 | |
| | McAdam Junction to Fairville. | 81 80 | |
| | Fairville to Carleton. | 4 00 | |
| | St. John Bridge and Railway Extension— | | 91 80 |
| | Fairville to St. John. | | 2 00 |
| | Fredericton— | | |
| | Fredericton Junction to Fredericton. | | 22 10 |
| | New Brunswick and Canada— | | |
| | McAdam Junction to St. Stephen. | 33 90 | |
| | Watt Junction to St. Andrews. | 27 50 | |
| | McAdam Junction to Woodstock. | 50 80 | |
| | Debec Junction to Maine boundary. | 5 00 | |
| | St. Stephen and Milltown Ry.— | | 117 20 |
| | St. Stephen to Milltown. | | 4 60 |
| | Tobique Valley— | | |
| | Perth Centre to Plaster Rock. | | 28 00 |
| | Manitoba and Northwestern— | | |
| | Portage la Prairie to Yorkton. | 222 90 | |
| | Binscarth to Russell. | 11 30 | |
| | Yorktown to Sheko. | 42 02 | |
| | Saskatchewan and Western—Minnedosa to Rapid City. | 18 20 | |
| | | | 294 60 |

4-5 EDWARD VII., A. 1905

TABLE showing Location of Railways, &c.—*Continued*

| Name of Railway. | Description. | Distance. | |
|------------------------------------------------------------|------------------------------------------------------|-----------|----------|
| | | Miles. | Total. |
| Canadian Pacific— <i>Continued</i> . Leased lines | Manitoba South-western Colonization— | | |
| | Manitou to Deloraine | 100 30 | |
| | La Riviere to Glenboro' | 103 30 | |
| | Elm Creek to Carman | 12 10 | |
| | | 215 70 | |
| | Great North-west Central, Chater to Miniota .. | 71 00 | |
| | Forrest to Lenore | 40 70 | |
| | | 111 70 | |
| | British Columbia Southern— | | |
| | Crows Nest to Kootenay Landing | 180 00 | |
| | Nelson to Proctor | 20 40 | |
| | | 200 40 | |
| | Shuswap and Okanagan— | | |
| | From Jct. with C. P. R. at Sicamous to Lake Okanagan | 50 80 | |
| | Nakusp and Slocan— | | |
| | Nakusp on Arrow Lake to Three Forks of Carpen- | | |
| | ter's Creek, B.C. | | 36 30 |
| | Columbia and Western— | | |
| | Robson to Midway | 99 60 | |
| | Castlegar Jct. to Rossland | 30 70 | |
| | Trail to Smelter Junction | 2 00 | |
| | Mining Spurs, including Rossland to LeRoi .. | 24 80 | |
| | | 157 10 | |
| | Kootenay and Arrowhead— | | |
| | Lardo to Gerrard | 33 40 | |
| | Columbia & Kootenay— | | |
| | Nelson to Robson | 27 40 | |
| | Spur to mouth of Kootenay River | 80 | |
| | Slocan Junction to Slocan | 31 30 | |
| | | 59 50 | |
| | Vancouver and Lulu Island, Vancouver, to Steveston. | 16 90 | |
| | Calgary and Edmonton— | | |
| | Calgary Junction to Strathcona | 190 60 | |
| | " to MacLeod Junction | 105 60 | |
| | | 296 20 | |
| | Ottawa Northern and Western— | | |
| | Ottawa to Waltham (including Interprovin- | | |
| | cial Bridge) | 78 20 | |
| | Hull Junction to Maniwaki | 80 50 | |
| | | 158 70 | |
| | Total mileage leased | | 3,319 00 |
| | " owned | | 4,742 40 |
| | " in Can. Pac. system | | 8,062 00 |
| Canadian Government Railways. | Intercolonial | | |
| | Halifax to Point Lévis (via Harlaka) | 674 87 | |
| | Dartmouth to Windsor Junction | 12 12 | |
| | Truro to Sydney | 214 17 | |
| | Mulgrave to Point Tupper Ferry | 90 | |
| | North Sydney Junction to North Sydney .. | 4 43 | |
| | New Glasgow to Pictou Landing | 7 57 | |
| | Stellarton to Oxford Junction | 79 63 | |
| | Brown's Point to Pictou | 1 70 | |
| | Pugwash Junction to Pugwash Station | 4 70 | |
| | Painsec Junction to Pt. du Chêne | 11 38 | |
| | Moncton to St. John | 89 22 | |
| | Derby Junction to Indiantown | 13 51 | |
| | Dalhousie Branch | 5 97 | |
| | River Ouelle to St. Denis Wharf | 6 25 | |
| | St. Charles Junction to Chaudière Junction | | |
| | (via St. Henri) | 16 38 | |
| | Hadlow to Chaudière Curve | 5 66 | |

SESSIONAL PAPER No. 20

TABLE showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|
| | | Miles. | Total. |
| Canadian Government Railways. | Intercolonial— <i>Concluded</i> — Freight Branches..... 27 57 Ys at various places 3 62 | 1,179 65 | |
| | Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry. | | |
| | Drummond County— Chaudière to Ste. Rosalie Jct. with Grand Trunk | 115 93 | |
| | St. Leonard to Nicolet and Balls Wharf on St. Lawrence..... | 14 68 | |
| | Prince Edward Island— Main Line—Alberton to Charlottetown.... 104 30 Royalty Junction to Georgetown..... 41 00 Branch—Mount Stewart to Souris..... 38 40 " Alberton to Tignish..... 13 30 " Emerald to Cape Traverse..... 12 00 | | 1,310 26 |
| | | | 209 00 |
| | | | 1,519 26 |
| Cape Breton Railway..... | Point Tupper to St. Peters..... | 30 00 | |
| | Terminal at St. Peters..... | 1 00 | |
| | | | 31 00 |
| Caraquet..... | From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B..... | | 68 00 |
| Carillon and Grenville..... | Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).. | | 13 00 |
| Central Ontario..... | From Picton, in Prince Edward County, to Bancroft Branch, Ormsby Jct. to Coe-Hill Iron Mines, Wal-laston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon | 117 00 | |
| | | 8 00 | 125 00 |
| Central Railway of New Brunswick, now New Brunswick Coal and Railway Co. | From Norton Station, on the Intercolonial Railway, to Chipman..... 44 66 Extension, Chipman to Newcastle, 15 miles under construction. | | |
| Chateauguay and Northern | Montreal to L'Epiphanie, 37 miles under construction. | | |
| Coast Line, Nova Scotia, now Halifax and Yarmouth..... | Yarmouth to Barrington Passage..... | | 50 20 |
| Cobourg, Northumberland and Pacific, now Campbellford, Lake Ontario and Western | From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction. | | |
| Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')..... | Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy..... Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R., not in operation. | | 32 00 |
| Crows Nest Southern..... | International Boundary to Swinton, B.C.... 43 38 | | 43 38 |

4-5 EDWARD VII., A. 1905

TABLE showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| | | Miles. | Total. |
| Grand Trunk (owned)— <i>Cons.</i> Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial | Windsor to Annapolis, N.S. Annapolis to Yarmouth Branches— Wilnot to Forbrook From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway). Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased. | 84 00 87 00 3 50 14 00 32 00 | 220 50 4 50 |
| Edmonton, Yukon and Pacific. Elgin and Havelock. | Strathcona to Edmonton, N.W.T. From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of King's, N.B. Havelock to Keith's Mills | 27 00 1 00 | 28 00 |
| Esquimalt and Nanaimo. Fredericton and St. Mary's Railway Bridge. | Victoria to Wellington, Island of Vancouver Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's. | | 78 00 |
| Grand Trunk (owned)— Main Line. | Point Edward to Point Levis and Boundary Line, Vermont York to Sarnia Tunnel Suspension Bridge, Niagara Falls to Windsor | 544 40 175 70 229 81 | 1 33 949 91 |
| Branches, Eastern Division. | Arthabasca Branch St. Lambert to Ft. Covington (Boundary). Brosseaus to Rouse's Point (Boundary). St. Isidore to Province Line St. Martine to Valleyfield Bonaventure to Dorval Jacques Cartier Union Ry. St. Paul Branch St. Henri curve | 35 34 67 20 36 79 24 15 19 12 10 12 6 54 1 08 0 31 | |
| Eastern Division— <i>Concluded.</i> | Wharf Branch, Montreal Wharf Branch, Lachine Kingston Branch | 0 85 0 68 2 25 | 201 43 |
| Northern Division. | Belleville Harbour to Midland Madoc Junction to Eldorado Port Hope to Peterboro' Peterboro' to Lakefield Millbrook Junction to Omamee Junction Blackwater to Coboconk Medonte Tramway Scarboro Junction to Haliburton Whitby Harbour to Manilla Junction Stouffville to Jackson's Point North Parkdale to Nipissing Junction Musakoka Wharf Branch Burlington Junction to Allandale Allandale to Meaford Colwell to Penetang Beeton Junction to Lake Junction Hillsdale Tramway | 163 96 21 68 30 57 9 56 15 12 36 19 0 75 114 82 33 71 26 91 218 31 1 00 84 00 53 88 33 30 40 62 8 28 | 892 66 |

SESSIONAL PAPER No. 20

TABLE showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | Distance. | |
|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|-----------|----------|
| | | Miles. | Total. |
| Grand Trunk (owned)— <i>Con.</i> — Middle Division..... | Blackwell to Point Edward..... | 5·21 | |
| | Galt to Elmira..... | 25·02 | |
| | St. Mary's to London..... | 21·13 | |
| | Toronto Belt Line..... | 12·79 | |
| | Bathurst St., Toronto to Hamilton..... | 37·95 | |
| | Port Dover to Hamilton..... | 40·25 | |
| | Burlington Beach Line..... | 11·33 | |
| | Stoney Creek and Gages connections..... | 2·56 | |
| | Komoka to Sarnia..... | 50·85 | |
| | Sarnia to Point Edward..... | 2·67 | |
| | Petrolia Branch..... | 4·71 | |
| | Fort Erie to Glencoe..... | 145·55 | |
| | Glencoe to Kingscourt..... | 21·01 | |
| | Port Colborne to Port Dalhousie..... | 25·14 | |
| | Clifton to Port Robinson..... | 9·75 | |
| | Welland Junction..... | 0·20 | |
| | Goderich to Goderich Harbour..... | 1·00 | |
| | Harrisburg to Tilsonburg Junction..... | 42·54 | |
| | Port Dover to Tavistock..... | 55·68 | |
| | Simcoe to Port Rowan..... | 17·00 | |
| | Harrisburg to Southampton..... | 128·44 | |
| | Palmerston to Durham..... | 26·73 | |
| | Harriston to Warton..... | 63·97 | |
| | Stratford to Palmerston..... | 36·60 | |
| | Listowell to Kincardine..... | 57·66 | |
| | Hyde Park to Wingham..... | 68·88 | |
| | Cobourg to Harwood (not in operation)..... | 15·00 | |
| | | | 929·62 |
| Leased and partly owned..... | Buffalo and Lake Huron Ry..... | | 2,980·74 |
| | Fort Erie to Goderich..... | 162·00 | |
| | Owen Sound Branch..... | | |
| Lease or rented..... | Park Head to Owen Sound..... | 12·42 | |
| | Wharf Branch, Montreal..... | | 174·42 |
| | | | 3·44 |
| | | | 3,158·60 |
| St. Clair Tunnel and approaches. | Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan..... | | 2·25 |
| | (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches). | | |
| Great Eastern in Atlantic and Lake Superior system..... | From junction with South Eastern Railway at Yamaska to River St. Francis..... | 6·00 | |
| | From Nicolet to Junction with Grand Trunk Railway at St. Grégoire..... | 7·00 | |
| | Yamaska to Sorel..... | 10·00 | |
| | Pierreville to Nicolet, 15 miles under construction. | | |
| | St. Grégoire to Chaudière Junction, 67 miles under construction. | | 23·00 |
| Great Northern, including Lower Laurentian and Montfort and Gatineau Railways.. | From Riv. à Pierre Jct. with Quebec and Lake St. John Ry. to Hawkesbury..... | 169·38 | |
| | From Shawenegan Junction to Shawenegan Falls..... | 3·98 | |
| | From St. Jérôme Junction to St. Jérôme..... | 1·74 | |
| | From Junction with Montreal and Western, near St. Sauveur, to Arundel..... | 33·00 | |
| | | | 208·10 |

4-5 EDWARD VII., A. 1905

TABLE showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | Distance. | |
|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| | | Miles. | Total. |
| Gulf Shore..... | Junction with Caraquet Railway at Pokemouche to | | |
| Halifax and South-western, formerly Nova Scotia Southern, including Central Nova Scotia. | Tracadie operated by Caraquet Ry. | | 16 78 |
| | Lunenburg to Middleton Junction | 74 00 | |
| | New Germany to Caledonia. | 22 00 | |
| Hampton and St. Martin, formerly St. Martin and Upham. | From Hampton on Intercolonial Ry. to St. Martin, County of St. John, N.B., on Bay of Fundy..... | | 96 00 |
| Hertford | From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell | 48 50 | |
| | Dudswell to Lime Quarries (Dominion Lime Company) | 4 80 | |
| | | | 53 30 |
| Indian River..... | Megantic to Boundary, under construction, 18 10 miles | | |
| Interprovincial Railway Bridge and approaches, now included in Ottawa, Northern & Western | Across the Ottawa River at City of Ottawa.. 1 40 | | |
| Irondale, Bancroft and Ottawa. | From Junction with Grand Trunk Railway, near Kinmount Station, to Bancroft Station..... | | 48 00 |
| Inverness and Richmond, now Inverness Ry. and Coal Co. | Inverness to Point Tupper Junction..... | | 61 00 |
| James Bay..... | From junction with Canada Atlantic Railway to Parry Sound, under construction, 3 90 miles. | | |
| Kaslo and Slocan | From Kaslo to Sandon, B.C. | 28 80 | |
| | From Junction to Cody | 3 00 | |
| | | | 31 80 |
| Kent Northern..... | Richibucto, N.B., to Kent Jct. Intercolonial Railway..... | | 27 00 |
| St. Louis and Richibucto..... | Richibucto to St. Louis..... | | 7 00 |
| Kettle River Valley..... | Grand Forks to International boundary | | 3 86 |
| Kingston and Pembroke..... | Main Line Kingston to Renfrew..... | 103 10 | |
| | Glendower Branch—Bedford to Zanesville Mine..... | 4 00 | |
| | Robertsville Branch—To Robertsville Mines..... | 1 00 | |
| | Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay..... | 4 75 | |
| | (Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.) | | 112 85 |
| Klondike Mines Railway..... | Klondike City to Stewart River, 82 miles under construction | | 2 00 |
| Lenora Mount Sicker..... | Lenora Mines to Crofton, B.C..... | | 11 50 |
| Lotbinière and Mégantic..... | Lyster Station, Grand Trunk, to St. Jean des Chailons | | 30 34 |
| L'Assomption..... | L'Epiphanie Station, C.P.R., to L'Assomption..... | | 3 50 |
| Lake Erie and Detroit River..... | Walkerville, Ont., to St. Thomas..... | 126 78 | |
| Erie and Huron..... | Rondeau to Sarnia..... | 72 63 | |
| | | | 199 41 |
| London and Port Stanley..... | London to Port Stanley on Lake Erie..... | | 24 00 |
| Lindsay, Bobcaygeon and Pontypool | From Bobcaygeon to 10 miles west of Pontypool on Canadian Pacific Railway, 39 50 miles under construction. | | |
| Liverpool and Milton..... | From Liverpool, N.S., to Milton..... | | 5 00 |
| Manitoulin and North Shore..... | Sudbury to Gertrude Mines..... | 13 50 | |
| | Stanley Jct. to Spanish River | 1 50 | |
| | Elsie Jct. to Mines..... | 1 00 | |
| | | | 16 00 |
| Maganetawan River..... | Burks Falls, on Grand Trunk Ry., to Maganetawan River | | 1 91 |
| Middleton and Victoria Beach..... | Middleton to Victoria Beach, 41 miles under construction. | | |

SESSIONAL PAPER No. 20

TABLE showing Location of Railways, &c.—Continued.

| Name of Railway. | Description. | Distance. | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------|
| | | Miles. | Total. |
| The Manitoba Ry., formerly— The Northern Pacific & Manitoba, the Winnipeg Transfer Ry., the Portage and North-western, the Waskada and North-eastern leased to Govt. of Manitoba and operated by the Canadian Northern | International Boundary to Winnipeg | 65.94 | |
| | Morris to Brandon | 145.24 | |
| | Departure to Hartney | 50.94 | |
| | Portage Junction to Portage la Prairie | 52.52 | |
| | Portage la Prairie to Beaver | 20.02 | |
| | Portage la Prairie to Delta | 15.05 | |
| | Hope Farm Branch | 2.86 | |
| | Fairground Branch | .84 | |
| | Winnipeg Transfer Ry | 1.24 | |
| | | | 354.65 |
| Midland of Nova Scotia (formerly Stewiacke Valley) | From Windsor to Truro, N.S. | | 57.87 |
| Massawippi Valley | From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R., at Lennoxville | 31.95 | |
| | Branch—Stanstead Junction to Stanstead | 3.51 | |
| | | | 35.46 |
| Montreal and Vermont Junction. | From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway | | 23.60 |
| Montreal, Portland and Boston, now Montreal and Province Line | Junction with Grand Trunk at St. Lambert to Farnham | 32.00 | |
| | Marieville to St. Césaire | 8.60 | |
| | Farnham to Freligsburgh | 18.00 | |
| | | | 58.60 |
| Montreal and Atlantic (formerly South-eastern) | Main Line—Farnham to Richford on International boundary | 43.70 | |
| | Sutton Junction to Drummondville | 59.20 | |
| | | 102.90 | |
| | Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume | 60.50 | |
| | | | 163.40 |
| | (Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.) | | |
| Morrissey, Fernie & Michel | From Swinton to Carbonado, B.C. | | 4.73 |
| Nelson and Fort Sheppard | From Five Mile Point to Fort Sheppard on International boundary, B.C. | | 55.42 |
| New Glasgow Iron, Coal and Railway Company, now Nova Scotia Steel and Coal Co. | From Ferrona Junction, I.C.R., to Sunny Brae | | 12.50 |
| New Brunswick and Prince Edward Island | From Sackville Station, Intercolonial Railway to Cape Tormentine | | 36.00 |
| New Westminster Southern | Douglas to South Westminster | | 24.10 |
| Nipissing and James Bay | Junction of Pacific Junction Ry. and Canadian Pacific to Moose Factory, 3.90 miles under construction. | | |
| Nosbonsing & Nipissing | From Lake Nosbonsing to Lake Nipissing | | 5.50 |
| Ontario, Belmont and Northern, now Marmora Ry.— Leased to Central Ontario Ry.. | From Junction with Central Ontario Ry. to Iron Mines in Township of Belmont | | 9.60 |
| Orford Mountain | Eastman on C.P.R. to Lawrenceville and Kingsbury, Que. | 26.50 | |
| | Eastman to Bonnalie Lake | 30 miles under construction. | 26.50 |
| | " Bolton Springs | | |
| | Kingsbury to Windsor Mills | | |

4-5 EDWARD VII., A. 1905

TABLE showing Location of Railways, &c.—*Continued.*

| Name of Railway. | Description. | Distance. | |
|--------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| | | Miles. | Total. |
| Ottawa Valley in Atlantic and Lake Superior System..... | Lachute on C.P.R. to St. Andrews on Ottawa River..... | | 7 00 |
| Ottawa and New York..... | From Ottawa to International Boundary near Cornwall..... | | 56 79 |
| Pembroke Southern leased to Canada Atlantic..... | From Pembroke to Golden Lake..... | | 20 90 |
| Philipsburg..... | Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co..... | | 7 50 |
| Pontiac and Renfrew..... | From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que..... | | 4 25 |
| Qu'Appelle, Long Lake and Saskatchewan..... | From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert..... | | 253 96 |
| Quebec Bridge and approaches to connect adjacent Railways..... | (Across St. Lawrence River at Quebec, under construction 10 miles.) | | |
| Quebec and Lake St. John..... | Quebec to Roberval..... | 189 00 | |
| | Chambord Junction to Chicoutimi..... | 51 00 | 240 00 |
| Quebec Central..... | Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que..... | 137 50 | |
| | Chaudière Branch, Beauce Junction to St. Francis..... | 15 00 | |
| | Angus Branch—East Angus to Angus Mills..... | 1 00 | |
| | Tring Megantic—Tring Junction to Megantic..... | 60 00 | |
| | (Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.) | | 213 50 |
| Quebec and New Brunswick..... | From Chaudière Junction to Connors, N.B., 135 miles, 3 miles under construction. | | |
| Quebec, Montmorency and Charlevoix..... | Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente..... | | 30 00 |
| Quebec Southern, comprising East Richelieu Valley Railway and United Counties— | Noyan Junction to St. Robert Junction..... | 82 00 | |
| And South Shore Railway..... | From St. Francis du Lac to Junction with Grand Trunk at St. Lambert..... | 61 50 | |
| | | | 143 50 |
| Red Mountain..... | From International boundary Line, B.C., to Rossland..... | | 9 50 |
| Restigouche and Western, now International of New Brunswick | Campbellton, N.B., to St. Leonard's, 99 miles (20 miles under construction), 19 miles from Campbellton westward completed..... | | 18 00 |
| Rutland and Noyan..... | International Boundary to Noyan Jct..... | | 3 39 |
| Stanstead, Shefford and Chambly | From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo..... | | 43 00 |
| Shore Line, now New Brunswick Southern..... | St. John to St. Stephen, N.B..... | | 82 50 |
| St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry..... | From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 00 miles. | | |
| St. John Valley and Rivière du Loup..... | From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are under construction..... | | |
| Salisbury and Harvey (formerly Albert Railway)..... | Salisbury to Albert, N.B..... | | 45 00 |
| Schomberg and Aurora..... | Bond Lake, Ont., to Schomberg, 15 miles under construction. | | |
| St. Lawrence and Adirondack..... | From Jct. with Canada Atlantic near Valleyfield to International Boundary..... | 19 92 | |
| | Beauharnois to Junction with Canadian Pacific at Adirondack Junction..... | 12 90 | 32 82 |

SESSIONAL PAPER No. 20

TABLE showing Location of Railways, &c.—*Concluded.*

| Name of Railway. | Distribution. | Distance. | |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------|--------|
| | | Miles. | Total. |
| Sydney and Louisburg (Dominion Coal Co.) | Sydney Harbour to Louisburg Harbour. | 39·15 | |
| | Branches to coal mines | 9·52 | 48·67 |
| St. Mary's River | Stirling to Cardston (District of Alberta.) | | 47·00 |
| Temiscamingue and Northern Ontario | North Bay to Lake Temiscamingue, 112 miles under construction. | | |
| Thousand Islands | Gananoque on St. Lawrence River to Gananoque Station, G.T.R. | | 6·33 |
| Temiscouata | Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway | 81·00 | |
| | Branch—Edmundston to Connors, on St. John River | 32·00 | 113·00 |
| Temiscamingue and Northern Ontario | 200 miles under construction. | | |
| Tilsonburg, Lake Erie and Pacific | Port Burwell to Ingersoll | | 35·33 |
| Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie | Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton | 79·88 | |
| | Hamilton to Grand Trunk Junction. | 1·77 | |
| | Belt Line, Hamilton | 3·52 | |
| | Chautler's Junction to Canboro road. | 2·61 | 87·78 |
| Trans-Canada | From Roberval to Port Simpson across the continent, 60 mile from Roberval, westward under construction. | | |
| Victoria and Sidney | Victoria to Sidney, B.C. | | 16·26 |
| Victoria Terminal Railway and Ferry | Cloverdale to Port Guichon and 1·14 miles in City of Victoria. | | 18·40 |
| Vancouver, Victoria & Eastern | Laurier to Grand Forks | 14·40 | |
| | Grand Forks Junction to Danville | 2·10 | 16·50 |
| Vancouver, Westminster and Yukon | 3·81 miles under construction. | | 13·89 |
| Wellington Colliery | Union Bay to Cumberland. | | 10·75 |
| York and Carleton | Junction with Canada Eastern Ry. at Cross Creek Station to Stanley, N.B. | | 5·75 |

SUMMARY STATEMENT OF CAPITAL

FOR THE

FISCAL YEAR ENDED JUNE 30, 1904

NOTE A.—With regard to certain subsidies granted by Dominion Parliament.

By 60-61 Vic., cap. 4, 1897, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1900, and 1 Edward VII., cap. 7.—A subsidy was authorized on certain mileage of these railways specified in the said Acts of Parliament, of \$3,200 per mile, and a further subsidy beyond the sum of \$3,200 per mile, of fifty per cent on so much of the average cost of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amounts of certain of the subsidies authorized by Parliament which are given in this statement, include the determined portion of the subsidies, viz., the amounts produced by the \$3,200 per mile, but the other portion, being an undetermined amount, cannot be shown here.

Of the Railways shown in this statement, the following is the mileage which may be entitled to the additional subsidies under these said Acts:—

| | |
|----------------------------------------------------------------|--------------------------------------|
| Algoma Central..... | 225 miles. |
| Bruce Mines and Algoma..... | 9 " |
| Canadian Pacific—Extension of Pipestone Branch.... | 50 " |
| " Extension of Waskada Branch.... | 20 " |
| " Extension of Stonewall Branch.... | 35 " |
| Cape Breton Railway..... | 30 " |
| Central Railway of New Brunswick..... | 45 " |
| Coast Railway of Nova Scotia, now Halifax and Yarmouth..... | 61 " |
| Drummond County, now Intercolonial..... | 42½ " |
| East Richelieu Valley, now in Quebec Southern.... | 24 " |
| Great Northern..... | 44 " |
| Gulf Shore..... | 5½ " |
| Ontario and Rainy River, now in Can. Northern.... | 80 " |
| Ottawa, Arnprior and Parry Sound..... | 56 " |
| Ottawa and Gatineau, now Ottawa, Northern & Western | 86 " |
| Ottawa and New York..... | 53.87 " |
| Pembroke Southern..... | 24 " |
| Philipsburg Railway and Quarry Co..... | 0.66 ⁶ / ₁₀₀ " |
| Pontiac Pacific Junction..... | 21½ " |
| Restigouche and Western..... | 20 " |
| St. Lawrence and Adirondack..... | 13½ " |
| St. Stephen and Milltown..... | 1.14 ⁴ / ₁₀₀ " |
| Tilsonburg, Lake Erie and Pacific..... | 28 " |
| United Counties, now in Quebec Southern..... | 1 " |
| Inverness and Richmond..... | 53 " |
| Montreal and Province Line..... | 19 " |
| Nova Scotia Southern..... | 97 " |
| York and Carleton..... | 6 " |
| Atlantic and Lake Superior—Baie des Chaleurs.... | 30 " |
| Central Ontario..... | 20 " |
| Midland of Nova Scotia..... | 58 " |
| Kingston and Pembroke..... | 41 " |
| Manitoulin and North Shore.... | 16 " |
| Midleton and Victoria Beach..... | 5 " |

NOTE B.—Memorandum of adjustment with Statement No. 3, Part II, be
Accountant of Department of Railways and Canals Statement of Railway Subsidies
June 30, 1904.

| | | \$ |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------|
| Total Dominion Government aid paid—Statement I..... | | 182,222,277 |
| Add Atlantic and North-west Railway (portion in United States)..... | | 1,732,500 |
| St. Catharines and Niagara Railway (Electric Railway) in Electric Ry. Statistics.. | | 38,400 |
| Oshawa Railway and Navigation Co " " " " " " | | 22,400 |
| | | 184,015,577 |
| Less—Intercolonial Railway, including Windsor Branch Railway (cost). \$ | 72,742,163 75 | |
| Prince Edward Island Railway (cost)..... | 6,128,116 80 | |
| Canadian Pacific Railway, construction of lines built by Dominion (not including surveys) and transferred to Canadian Pacific Railway Co. | 31,145,738 54 | |
| Fredericton and St. Marys Bridge Company (loan)..... | 300,000 00 | |
| Grand Trunk Railway Company (loan)..... | 15,142,633 33 | |
| Kent Northern Railway (rails loan) | 58,334 27 | |
| Salisbury and Harvey Railway (loan, including rails)..... | 23,391 01 | |
| St. John Bridge and Railway Extension (loan)..... | 433,900 00 | |
| Windsor and Annapolis Railway..... | 1,138,389 00 | |
| Canadian Pacific Railway subsidy..... | 25,000,000 00 | |
| Western Counties Railway subsidy..... | 500,000 00 | 152,673,646 |
| Agreeing with subsidy No. 3, Part II, Accountant of Department of Railways and Canals Statement to June 30, 1904..... | | \$ 31,341,931 |

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Agreeing
Canis

STEAM RAILWAYS

SUMMARY STATEMENTS RELATING TO MILEAGE, ROLLING STOCK,
CHARACTERISTICS OF ROADS, OPERATIONS, PASSENGERS
AND FREIGHT CARRIED, EARNINGS, OPERATING
EXPENSES AND ACCIDENTS

4-5 EDWARD VII., A. 1905

No. 3.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Length of Double Track. | Weight per Yard. | |
|---------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------|-------------|--------------|-------------------|-------------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | | Iron Rails. | Steel Rails. |
| | | Miles. | Miles. | Mls. | Miles. | Miles. | Miles. | Lbs. | Lbs. |
| 1 | Alberta Railway and Coal Co. | 66.72 | | | 66.72 | 13.21 | | | 56 |
| 2 | Albert Southern. 16.00 | 19.00 | | | 19.00 | | | | |
| | Harvey Branch 3.00 | | | | | | | | |
| 3 | Algoma Central and Hudson Bay | 91.75 | | | 91.75 | 51.99 | | | 60 to 85 |
| 4 | Atlantic & Lake Superior, comprising— | | | | | | | | |
| | Baie des Chaleurs 100.00 | 130.00 | | | 130.00 | 1.50 | | | 56 |
| | Great Eastern 23.00 | | | | | | | | |
| | Ottawa Valley 7.00 | | | | | | | | |
| 5 | Bay of Quinté Ry., including | | | | | | | | |
| | Kingston, Napanee & Western | 93.37 | | | 93.37 | | | | 56 to 70 |
| 6 | Bedlington and Nelson | 15.30 | | | 15.30 | 1.28 | | | 56 |
| 7 | Beersville Coal and Railway Co. | 8.63 | | | 8.63 | .62 | | | 56 |
| 8 | British Yukon | 90.32 | | | 90.32 | 3.00 | | | 56 & 45 |
| 9 | Brockville, Westport & North Western. | 45.00 | | | 45.00 | 2.00 | | | 56 |
| 10 | Bruce Mines & Algoma | 16.62 | 66 | | 16.62 | .23 | | | 56 |
| 11 | Buctouche and Moncton | 32.00 | | | 32.00 | 2.50 | | | 54 & 56 |
| 12 | Calgary and Edmonton | 296.20 | | | | | | | |
| 13 | Canada Atlantic, including Ot- tawa, Arnprior and Parry Sound | 400.30 | 458.60 | | 458.60 | 97.50 | | | 56 to 75 |
| | Leased lines— | | | | | | | | |
| | Central Counties..... 37.40 | | | | | | | | |
| | Pembroke Southern 20.90 | | | | | | | | |
| 14 | Canada Coals and Railway Co., formerly Joggins | 12.00 | | | 12.00 | 3.50 | | | 56 |
| 15 | Canada Eastern | 136.00 | | | 136.00 | 6.50 | | | 56½ to 60 |
| 16 | Canada Southern..... 339.24 | | | | | | | | |
| | Leased lines— | | | | | | | | |
| | Sarnia, Chatham & Erie..... 7.00 | 382.19 | | | 382.19 | 180.60 | 149.34 | | 100 & 80 |
| | Leamington & St. Clair..... 15.95 | | | | | | | | |
| 17 | Canadian Northern, including | | | | | | | | |
| | Winnipeg Great Northern 40.00 | 998.65 | | | | | | | 56 to 60 |
| | Port Arthur, Duluth & West'n 85.00 | | | | | | | | |
| | Manitoba and South-eastern 107.90 | | | | | | | | |
| | Lake Manitoba Ry. & Canal Co.'s line 125.00 | | | | | | | | |
| | Ontario and Rainy River Ry. 164.00 | 1,353.30 | | | 1,353.30 | 97.00 | | | |
| | Manitoba Railway (formerly North- ern Pacific & Manitoba & Por- tage & North-western Rys.) oper- ated by Canadian Northern..... | | | | | | | | |
| | Canadian Government Railways— | 354.65 | | | | | | | |
| 18 | Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drummond County..... | 1,310.26 | | | 1,310.26 | 357.88 | | | 56 to 110 |
| 19 | Prince Edward Island..... | 209.00 | 47.50 | | 209.00 | 17.29 | | | 50 to 56 |
| 20 | Canadian Pacific..... 4,742.40 | | | | | | | | |
| | Leased lines— | | | | | | | | |
| | Calgary and Edmonton. 296.20 | | | | | | | | |
| | Fredericton..... 22.10 | | | | | | | | |
| | New Brunswick..... 174.80 | | | | | | | | |
| | New Brunswick and Canada 117.20 | | | | | | | | |

SESSIONAL PAPER No. 20

Roads, &c., for the Year ended June 30, 1904.

| Number of Ties per Mile. | Nature of Rail Fastenings. | Number of Grain Elevators. | | Number of Highway Crossings at rail-level. | Number of Overhead Bridges. | Height of Overhead Bridges above rail level. | Number of Highway Crossings under Railway. | Number of Farm Crossings under Railway. | Number of Level Crossings of other Railways. | Number of Junctions with other Railways. | Number of Junctions with Branch Lines. | Radius of Sharpest Curve. | Number of Feet per Mile of heaviest gradient. | Gauge of Railway. | Number. |
|--------------------------|---------------------------------|----------------------------|--------------|--------------------------------------------|-----------------------------|----------------------------------------------|--------------------------------------------|-----------------------------------------|----------------------------------------------|------------------------------------------|----------------------------------------|---------------------------|-----------------------------------------------|-------------------|---------|
| | | Guarded. | Not guarded. | | | | | | | | | | | | |
| | | | | | | Feet. | | | | | | | | | |
| 2640 | Angle-bars..... | | 4 | | | | | | | 3 | | 573 | 58' 4" 8½ | | 1 |
| | | | | | | | | | | | | | | | 2 |
| 3000 | Bonzano joints, angle-bars..... | 1 | 24 | 2 | 15 | 8 | | | 1 | 1 | 1 | 478 | 132' 4" 8½ | | 3 |
| 2640 | Fishplates..... | | | | 3 | 23 | | | | 1 | | | 66' 4" 8½ | | 4 |
| 3000 | Angle plates..... | | 73 | | | | 2 | | 4 | 4 | 1 | 955 | 65' 4" 8½ | | 5 |
| 2640 | Angle-bars..... | 2 | | | | | | | | 2 | | 573 | 53' 4" 8½ | | 6 |
| 2600 | Fishplates..... | | 3 | | | | | | | 1 | | | 4' 8½ | | 7 |
| 2816 | Angle-bars..... | | | | | | | | | 1 | | 369 | 208' 3" 00 | | 8 |
| 2640 | Fisher bridge joint..... | | 35 | | | | 19 | | | | | 717 | 58' 4" 8½ | | 9 |
| 2640 | Angle-bars..... | 1 | | | | | | | 1 | 1 | | 637 | 79' 4" 8½ | | 10 |
| 2640 | Fishplates..... | | 20 | | | | | | 1 | 1 | | 816 | 74' 4" 8½ | | 11 |
| 2640 | | | | | | | | | | | | | | | 12 |
| 2816 | Angle-bars, fishplates..... | 2 | 11 | 197 | 4 | 22 | 6 | | 13 | 10 | 3 | 955 | 66' 4" 8½ | | 13 |
| 3000 | Fishplates..... | | 8 | | | | | | | 1 | | 955 | 79' 4" 8½ | | 14 |
| 2640 | Fish and angle-plates..... | 1 | 35 | | | | | | 1 | 4 | 2 | 955 | 80' 4" 8½ | | 15 |
| 2816 | Angle splice..... | 11 | 420 | 19 | 19 to 22 | | 16 | 5 | 17 | 17 | 10 | 912 | 16' 4" 8½ | | 16 |
| 2640 | Angle-bars..... | 208 | 1 | 735 | | | 2 | | 13 | 9 | 13 | 573 | 63' 4" 8½ | | 17 |
| 2640 } 3168 } | Bar, angle, fishplates..... | 2 | 26 | 613 | 30 | 18½ to 35 | 29 | 24 | 12 | 29 | 23 | 694 | 65' 4" 8½ | | 18 |
| 2640 | Fish, angle and continuous..... | | 1,005 | 2 | 17½ | | 5 | 2 | | | | 396 | 90' 3" 6 | | 19 |

4-5 EDWARD VII., A. 1905

No. 3.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Length of Double Track. | Weight per Yard. | |
|---------|----------------------------------------------------------------------------------------------------|-----------------------------|--------------------------|-------------|--------------|-------------------|-------------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | | Iron Rails. | Steel Rails. |
| | | Miles. | Miles. | Mls. | Miles. | Miles. | Miles. | Lbs. | Lbs. |
| | Can. Pac.—Leased lines— <i>Con.</i> | | | | | | | | |
| | St. John and Maine..... | 91 80 | | | | | | | |
| | St. John Bridge and Rail- way Extension..... | 2 00 | | | | | | | |
| | St. Stephen and Milltown.. | 4 60 | | | | | | | |
| | Tobique Valley..... | 28 00 | | | | | | | |
| | Cap de la Madeleine..... | 2 30 | | | | | | | |
| | Montreal and Lake Mask- inongé..... | 11 00 | | | | | | | |
| | Atlantic and North-west..... | 200 70 | | | | | | | |
| | Montreal and Ottawa..... | 93 50 | | | | | | | |
| | Ontario and Quebec..... | 471 40 | | | | | | | |
| | St. Lawrence and Ottawa..... | 58 30 | | | | | | | |
| | Credit Valley..... | 175 70 | 8,062 00 | 371 50 | 8,062 00 | 1,226 40 | 35 70 | 56 to 100 | |
| | Guelph Junction..... | 15 00 | | | | | | | |
| | Toronto, Hamilton & Buffalo..... | 2 20 | | | | | | | |
| | Toronto, Grey and Bruce..... | 191 10 | | | | | | | |
| | West Ontario Pacific..... | 26 60 | | | | | | | |
| | Manitoba & North-western..... | 294 60 | | | | | | | |
| | Manitoba South-western Colonization..... | 215 70 | | | | | | | |
| | Kootenay and Arrowhead..... | 33 40 | | | | | | | |
| | Columbia and Kootenay..... | 59 50 | | | | | | | |
| | Nakusp and Slocan..... | 36 30 | | | | | | | |
| | Shuswap and Okanagan..... | 50 80 | | | | | | | |
| | Ottawa, Northern & Western..... | 158 70 | | | | | | | |
| | Columbia and Western..... | 157 10 | | | | | | | |
| | Great North-west Central..... | 111 70 | | | | | | | |
| | British Columbia Southern..... | 200 40 | | | | | | | |
| | Vancouver and Lulu Island..... | 16 90 | | | | | | | |
| 21 | Cape Breton Ry..... | 31 00 | | | 31 00 | 2 00 | | 60 & 72 | |
| 22 | Caraguet..... | 68 00 | | | 68 00 | 3 25 | | 50 | |
| 23 | Carillon and Grenville..... | 13 00 | | 13 00 | | 25 | 65 | | |
| 24 | Central Ontario..... | 125 00 | | | 125 00 | 16 00 | | 56 & 70 | |
| | Leased line— | | | | | | | | |
| | Marmora Ry. & Mining Co., for- merly Ontario, Belmont and Northern..... | 9 60 | | | 9 60 | | | 56 | |
| 25 | Chateauguay and Northern..... | 37 00 | | | 37 00 | | | | |
| 26 | Cobourg, Northumberland and Pacific, now Campbellford, Lake Ontario and Western Railway..... | | 49 00 | | | | | | |
| 27 | Crow's Nest Southern..... | 43 38 | | | 43 38 | 6 64 | | 68 | |
| 28 | Cumberland Ry. and Coal Co..... | 32 00 | 14 00 | | 32 00 | 16 00 | | 67 & 80 | |
| 29 | Dominion Atlantic, comprising— | | | | | | | | |
| | Windsor and Annapolis..... | 87 50 | | | | | | | |
| | Cornwallis Valley..... | 14 00 | | | | | | | |
| | Yarmouth and Annapolis (Western Counties)..... | 87 00 | 220 50 | | 220 50 | 21 00 | | 50 to 80 | |
| | Windsor Branch, leased from Intercolonial..... | 32 00 | | | | | | | |
| 30 | Edmonton, Yukon and Pacific..... | 4 50 | | | 4 50 | | | 60 | |
| 31 | Elgin and Havelock..... | 28 00 | | | 28 00 | 2 00 | | 46 & 56 | |
| 32 | Esquimalt and Nanaimo..... | 78 00 | | | 78 00 | 5 00 | | 54 to 60 | |
| 33 | Fredericton & St. Mary's Ry. Bridge Co. | 1 33 | | 1 33 | | | | 56 | |

4-5 EDWARD VII., A. 1905

No. 3.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Length of Double Track. | Weight per Yard. | |
|---------|--------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------|-------------|--------------|-------------------|-------------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | | Iron Rails. | Steel Rails. |
| | | Miles. | Miles. | Mls. | Miles. | | | Miles. | Miles. | Lbs. | Lbs. |
| 34 | Grand Trunk..... 880 35 | | | | | | | | |
| | Wharf Branch, Montreal... 3 44 | | | | | | | | |
| | Great Western..... 561 80 | | | | | | | | |
| | Brantford, Norfolk and Port Burwell..... 34 39 | | | | | | | | |
| | Buffalo and Lake Huron... 162 00 | | | | | | | | |
| | Grand Trunk, Georgian Bay and Lake Erie... 175 62 | | | | | | | | |
| | Owen Sound Branch..... 12 42 | | | | | | | | |
| | London, Huron and Bruce.. 68 00 | | | | | | | | |
| | Waterloo Junction..... 10 25 | | | | | | | | |
| | South Norfolk..... 17 00 | | | | | | | | |
| | Wellington, Grey and Bruce. 198 18 | | | | | | | | |
| | Northern..... 172 10 | | | | | | | | |
| | North Simcoe..... 33 00 | | | | | | | | |
| | Hamilton & North-western. 172 00 | 3,158 60 | | | 3,158 60 | 863 57 | 561 50 | 56-100 | |
| | Northern Pacific Junction.. 111 32 | | | | | | | | |
| | Toronto Belt Line..... 12 79 | | | | | | | | |
| | Midland..... 166 00 | | | | | | | | |
| | Grand Junction..... 85 21 | | | | | | | | |
| | Toronto and Nipissing..... 85 00 | | | | | | | | |
| | Lake Simcoe Junction..... 26 00 | | | | | | | | |
| | Victoria..... 53 00 | | | | | | | | |
| | Whitby, Port Perry and Lindsay..... 46 00 | | | | | | | | |
| | Cobourg, Blairton and Mar- mora..... 15 00 | | | | | | | | |
| | Jacques Cartier Union..... 6 50 | | | | | | | | |
| | Montreal and Champlain Junction..... 61 73 | | | | | | | | |
| | Beauharnois Junction..... 19 50 | | | | | | | | |
| 35 | Great Northern Ry. of Canada, including Lower Laurentian, and Montford & Gatineau Colonization Ry..... | 208 10 | | | 208 10 | 13 00 | | 56 & 70 | |
| 36 | Gulf Shore..... | 16 78 | | | 16 78 | 1 01 | | 56 | |
| 37 | Halifax and Yarmouth..... | 50 20 | | | 50 20 | 3 26 | | 56 | |
| 38 | Hampton and St. Martins..... | 29 00 | | | 29 00 | 5 50 | | 56 | |
| 39 | Hereford..... | 53 30 | | | 53 30 | 8 31 | | 56 | |
| 40 | Halifax and South-western (formerly Nova Scotia Southern)..... | 96 00 | | | 96 00 | | | 56 | |
| 41 | Indian River..... | | 18 10 | | | | | | |
| 42 | International Ry. Co. of New Bruns- wick (formerly Restigouche & Western) | 18 00 | 20 10 | | 18 00 | 76 | | 56 & 60 | |
| 43 | Inverness Ry. & Coal Co. (formerly Inverness and Richmond)..... | 61 00 | | | 61 00 | 4 00 | | 56 | |
| 44 | Irondale, Bancroft and Ottawa..... | 48 00 | | | 48 00 | 2 50 | | 56 | |
| 45 | James' Bay..... | | 3 90 | | | | | | |
| 46 | Kaslo and Slocan, B. C..... | 31 80 | | | 31 80 | 2 80 | | 45 | |
| 47 | Kent Northern..... | 27 00 | | | 27 00 | | | 56 | |
| | St. Louis and Richibucto (not in operation)..... 7 00 | 34 00 | | | | | | | |
| 48 | Kingston and Pembroke..... | 112 85 | | 9 75 | 103 10 | | 50 84 | 56 | |
| 49 | Klondyke Mines..... | 2 00 | 82 00 | | 2 00 | | | 52 | |
| 50 | Kettle River Valley..... | 3 86 | | | 3 86 | | | 60 | |
| 51 | L'Assomption - (abandoned)..... | 3 50 | | | 3 50 | | | | |

SESSIONAL PAPER No. 20

Roads, &c., for the Year ended June 30, 1904—Continued.

| Number of Ties per Mile. | Nature of Rail Fastenings. | Number of Grain Elevators. | | Number of Highway Crossings at rail level. | Number of Overhead Bridges. | Height of Overhead Bridges above rail level. | Number of Highway Crossings under Railway. | Number of Farm Crossings under Railway. | Number of Level Crossings of other Railways. | Number of Junctions with other Railways. | Number of Junctions with Branch Lines. | Radius of Sharpest Curve. | Number of Feet per Mile of heaviest gradient. | Gauge of Railway. | Number. |
|--------------------------|----------------------------|----------------------------|--------------|--------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------|----------------------------------------------|------------------------------------------|----------------------------------------|---------------------------|-----------------------------------------------|-------------------|---------|
| | | Guarded. | Not guarded. | | | | | | | | | | | | |
| 2900 3200 | Angle-bars and fishplates | 11 | 98 | 3,059 | 249 | $\left\{ \begin{smallmatrix} 15.94 \\ \text{to} \\ 40.0 \end{smallmatrix} \right\}$ | 140 | 140 | 58 | 63 | 72 | 717 | 66 4 8 | 34 | 34 |
| 2640 | Angle-bars and fishplates | 1 | 3 | 125 | 4 | 21 1/2 | 1 | 8 | 8 | 1 | 3 | 2,292 | 104 4 8 | 35 | 35 |
| 2600 | Fishplates | | | 19 | | | | | 1 | | | 573 | 53 4 8 | 36 | 36 |
| 2640 | Angle-bars | | | 31 | | | | | 1 | | | 955 | 79 4 8 | 37 | 37 |
| 2640 | Fishplates | | | 18 | | | | | 1 | | | 955 | 90 4 8 | 38 | 38 |
| 2800 | Angle-bars and fishplates | | | 28 | | | | | 2 | 3 | | 955 | 66 4 8 | 39 | 39 |
| 2640 | Angle-bars | | | 50 | 1 | 20 | | | 1 | 3 | | 819 | 80 4 8 | 40 | 41 |
| 2600 | Fishplates and angle-bars | | | 4 | | | | | 1 | | | 528 | 79 4 8 | 42 | 42 |
| 3000 | Angle-bars | | | 25 | | | | | 1 | | | 637 | 78 4 8 | 43 | 43 |
| 2640 | Fishplates | | | 16 | | | | | 1 | | | 1,000 | 60 4 8 | 44 | 45 |
| 2640 | Angle-bars and bolts | | | 13 | 1 | 22 | 2 | | 1 | | | 193 | 171 3 00 | 46 | 46 |
| 2432 | Fishplates and bolts | | | 5 | | | | | 1 | | | 1,000 | 60 4 8 | 47 | 47 |
| 2432 | " " | | | | | | | | | | | | | | |
| 2640 | Fishplates | | | 56 | 1 | 16 | 1 | 1 | 6 | 5 | | 955 | 79 4 8 | 48 | 48 |
| | Angle-bars | | | | | | | | | | | 22 | 158 3 00 | 49 | 49 |
| 2816 | 4-hole angle-bars | | | 5 | | | | | 1 | 2 | | 409 | 578 4 8 | 50 | 50 |

4-5 EDWARD VII., A. 1905

No. 3.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Length of Double Track. | Weight per Yard. | |
|---------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------------------------|-------------|--------------|-------------------|-------------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | | Iron Rails. | Steel Rails. |
| | | | | | | | | | |
| | | Miles. | Miles. | Mls. | Miles. | Miles. | Miles. | Lbs. | Lbs. |
| 52 | Lake Erie and Detroit River, in- cluding Erie and Huron... 199 41 Leased lines—London & Port Stanley..... 24 00 | 223 41 | | | 223 41 | 46 59 | | | 51 to 70 |
| 53 | Lenora Mount Sicker..... | 11 50 | | | 11 50 | 28 | | | 20 & 28 |
| 54 | Lindsay, Bobcaygeon & Pontypool..... | | 39 50 | | | | | | |
| 55 | Liverpool and Milton..... | 5 00 | | | 5 00 | | | | 56 |
| 56 | Lotbinière and Mégantic..... | 30 34 | | | 30 34 | 3 00 | | | 56 |
| 57 | Maganetawan..... | 1 91 | | | 1 91 | | | | 56, 65 |
| 58 | Manitoulin and North Shore..... | 16 00 | | | 16 00 | 1 50 | | | 65 |
| 59 | Massawippi Valley..... | 35 46 | | | 35 46 | 7 44 | | | 60 |
| 60 | Middleton and Victoria Beach..... | | 41 00 | | | | | | |
| 61 | Midland of Nova Scotia..... | 57 87 | | | 57 87 | 2 75 | | | 60 |
| 62 | Montreal & Atlantic (formerly South-eastern)..... 102 90 Lake Champlain & St. Law- rence Junction..... 60 50 | 163 40 | | | 163 40 | 25 70 | 5 50 | | 72 to 80 |
| 63 | Montreal and Province Line (formerly Montreal, Portland and Boston)..... | 58 60 | | | 58 60 | | | | 56 & 60 |
| 64 | Montreal and Vermont Junction..... | 23 60 | | | 23 60 | 2 00 | | | 72 & 60 |
| 65 | Morrissey, Fernie and Michel, B.C..... | 4 73 | | | 4 73 | | | | |
| 66 | New Westminster Southern..... | 24 10 | | | 24 10 | 2 97 | | | 56 |
| 67 | Nelson and Fort Sheppard..... | 55 42 | | | 55 42 | 3 18 | | | 56 |
| 68 | New Brunswick Coal and Ry. Co. (form- erly Central of New Brunswick)..... | 44 66 | 15 00 | | 44 66 | 2 00 | | | 52-56 |
| 69 | New Brunswick & Prince Edward Island | 36 00 | | | 36 00 | 1 50 | | | 56 |
| 70 | New Brunswick Southern (formerly Shore line)..... | 82 50 | | | 82 50 | 2 50 | | | 50 |
| 71 | Nosbonsing and Nipissing..... | 5 50 | | | 5 50 | 1 25 | | | 56 |
| 72 | Northern Colonization..... | 23 50 | | | 23 50 | | | | |
| 73 | Nova Scotia Steel & Coal Co.'s Ry..... | 12 50 | | | 12 50 | 3 87 | | | 56 |
| 74 | Orford Mountain..... | 26 50 | 30 00 | | 26 50 | 1 00 | | | 56 |
| 75 | Ottawa, Northern and Western, includ- ing Pontiac Pacific Junction Ry. and Interprovincial Bridge..... 158 70 | | | | | 6 00 | | | 56 & 70 |
| 76 | Ottawa and New York..... | 56 79 | | | 56 79 | 3 24 | | | 65 |
| 77 | Philipsburg Ry. and Quarry Co.'s Ry..... | 7 50 | | | 7 50 | | | | 56 |
| 78 | Pontiac and Renfrew..... | 4 25 | | | 4 25 | 75 | | | 56 |
| 79 | Princeton Branch of Washington Co. U. S. A..... | | | | | | | | |
| 80 | Qu'Appelle, Long Lake & Saskatchewan | 253 96 | | | 253 96 | 11 33 | | | 56 |
| 81 | Quebec Bridge and approaches..... | | 10 00 | | | | | | |
| 82 | Quebec Central..... | 213 50 | | | 213 50 | 20 50 | | | 56 & 70 |
| 83 | Quebec and Lake St. John..... | 240 00 | | | 240 00 | 33 50 | | | 60 to 70 |
| 84 | Quebec Railway, Light and Power Co. (formerly Quebec, Montmorency and Charlevoix)..... | 30 00 | | | 30 00 | 5 00 | 6 00 | | 56-70 |
| 85 | Quebec and New Brunswick..... | | 3 00 | | | | | | |
| 86 | Quebec Southern, comprising the United Counties & East Richelieu Valley and South Shore Railways..... | 143 50 | | | 143 50 | 9 00 | | | 56 & 80 |
| 87 | Red Mountain..... | 9 59 | | | 9 59 | 3 60 | | | 56 & 80 |
| 88 | Rutland and Noyan..... | 3 39 | | | 3 39 | | | | 80 |
| 89 | Salisbury and Harvey..... | 45 00 | | 30 00 | 15 00 | 06 | | 56 | 56 |
| 90 | Schomberg and Aurora..... | 15 00 | | | 15 00 | 38 | | | 56 |

SESSIONAL PAPER No. 20

Roads, &c., for the Year ended June 30, 1904—Continued.

| Number of Ties per Mile. | Nature of Rail Fastenings. | Number of Grain Elevators. | | Number of Highway Crossings at rail level. | Number of Overhead Bridges. | Height of Overhead Bridges above rail level. | Number of Highway Crossings under Railway. | Number of Farm Crossings under Railway. | Number of Level Crossings of other Railways. | Number of Junctions with other Railways. | Number of Junctions with Branch Lines. | Radius of Sharpest Curve. | Number of Feet per Mile of heaviest gradient. | Gauge of Railway. | Number. |
|--------------------------|----------------------------------|----------------------------|--------------|--------------------------------------------|-----------------------------|----------------------------------------------|--------------------------------------------|-----------------------------------------|----------------------------------------------|------------------------------------------|----------------------------------------|---------------------------|-----------------------------------------------|-------------------|---------|
| | | Guarded. | Not guarded. | | | | | | | | | | | | |
| | | | | | | Feet. | | | | | | Ft. | | Ft. | |
| 3000 | Angle-bars..... | 6 | 261 | 5 | 20 to 21 | | | | 10 | 12 | | 717 | 60 4 8 ³ | 52 | |
| 3168 | Fishplates and bolts..... | | 5 | | | | | | | | | 764 | 501 3 00 | 53 | |
| 2500 | Fishplates..... | | | | | | | | | | | 100 | 90 4 8 ³ | 55 | |
| 2640 | Angle-bars..... | | 9 | | | | | | 1 | 2 | | 717 | 80 4 8 ³ | 56 | |
| 2800 | "..... | | 1 | | | | | | | 1 | | 515 | 82 4 8 ³ | 57 | |
| 3000 | "..... | | | | | | | | | 2 | | 717 | 650 4 8 ³ | 58 | |
| 2800 | Fishplates..... | | 29 | 1 | 17 | 1 | | | | 4 | 1 | 573 | 74 4 8 ³ | 59 | |
| 2640 | Angle-bars..... | | 25 | | | | | | | 1 | 2 | 882 | 55 4 8 ³ | 61 | |
| 2904 | Fishplates and angle-bars..... | | 164 | 1 | 19 | | | | 6 | 6 | 2 | 441 | 140 4 8 ³ | 62 | |
| 3000 | Fishplates, bolts and chain..... | | 30 | | | | | | 3 | 5 | 2 | 1,432 | 54 4 8 ³ | 63 | |
| 3000 | Fishplates..... | | 51 | | | | | | | | | 2,865 | 52 4 8 ³ | 64 | |
| 2880 | Fishplates and angle-bars..... | | | | | | | 1 | | 2 | | 573 | 160 4 8 ³ | 65 | |
| 2640 | Angle-bars..... | | | 1 | 20 | | | | | 2 | | 717 | 89 4 8 ³ | 66 | |
| 2640 | "..... | | 7 | | | | | | | 2 | | 573 | 132 4 8 ³ | 67 | |
| 2640 | Fishplates..... | 21 | 2 | | | | | | | 1 | | 816 | 74 4 8 ³ | 68 | |
| 2400 | "..... | | 26 | | | | | | | 1 | | 750 | 66 4 8 ³ | 69 | |
| 2992 | "..... | | 15 | | | | | | 3 | 3 | | 573 | 85 4 8 ³ | 70 | |
| 3000 | "..... | | 2 | | | | | | 1 | 1 | | 955 | 132 4 8 ³ | 71 | |
| | | | | | | | | | | | | | | | 72 |
| 2640 | Bar with bolts..... | | 5 | | | | | | | 1 | 1 | 955 | 79 4 8 ³ | 73 | |
| 2640 | Plates and bolts..... | | 17 | | | | | | | 1 | | 955 | 74 4 8 ³ | 74 | |
| 2640 | Plain and angle-plates..... | 3 | 107 | 10 | 21 | 9 | | | 4 | 5 | | 573 | 106 4 8 ³ | 75 | |
| 2750 | Angle-bars..... | | 70 | 1 | 22 | | | | 3 | 3 | | 2,865 | 39 4 8 ³ | 76 | |
| 2816 | Fishplates..... | | 7 | | | | | | | 1 | 1 | 955 | 52 4 8 ³ | 77 | |
| 2640 | "..... | | | | | | | | | 1 | | 717 | 106 4 8 ³ | 78 | |
| | | | | | | | | | | | | | | | 79 |
| 2640 | Angle-bars and fishplates..... | 36 | 110 | | | | | | | 1 | 1 | 1,146 | 65 4 8 ³ | 80 | |
| | | | | | | | | | | | | | | | 81 |
| 2640 | Fish and angle-plates..... | | 115 | | | | 3 | | 2 | 7 | 2 | 882 | 76 4 8 ³ | 82 | |
| 2640 | Fishplates and angle-bars..... | 1 | 56 | | | | 3 | 9 | | 2 | 4 | 717 | 105 4 8 ³ | 83 | |
| 2640 | Plain and angle fishplates..... | | 10 | | | | | | 1 | 2 | | 1,433 | 42 4 8 ³ | 84 | |
| | | | | | | | | | | | | | | | 85 |
| 2640 | Fishplates and angle-bars..... | | 85 | | | | | | 10 | 9 | | 717 | 40 4 8 ³ | 86 | |
| 2640 | Angle-bars..... | | | | | | | | | 1 | | 287 | 184 4 8 ³ | 87 | |
| 3000 | "..... | | 3 | | | | | | 1 | 1 | | 637 | 15 4 8 ³ | 88 | |
| 2600 | Fishplates and sleeves..... | | 27 | 2 | 15 | 2 | | | | 1 | | 717 | 80 4 8 ³ | 89 | |
| 2650 | Six bolt angle-bars..... | | 15 | | | | | 2 | 1 | 1 | | | 106 4 8 ³ | 90 | |

4-5 EDWARD VII., A. 1905

No. 3.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Railway. | Length of Line. | | | | Length of Siding. | Length of Double Track. | Weight per Yard. | |
|---------|---------------------------------------------------------------|-----------------------------|--------------------------|-------------|--------------|-------------------|-------------------------|------------------|--------------|
| | | Completed. (Rails laid.) | Under Construc- tion. | Iron Rails. | Steel Rails. | | | Iron Rails. | Steel Rails. |
| | | | | | | | | | |
| | | Miles. | Miles. | Mls. | Miles. | Miles. | Miles. | Lbs. | Lbs. |
| 91 | Stanstead, Shefford and Chambly..... | 43.00 | ..... | 12.00 | 31.00 | 2.00 | ..... | 60 | 60 |
| 92 | St. Clair Tunnel, Yard and approaches. | 2.25 | ..... |  | 2.25 | 11.00 | ..... |  | 100 |
| 93 | St. John Valley and Rivière du Loup | | 6.00 | ..... |  |  | ..... |  |  |
| 94 | St. Lawrence and Adirondack..... | 32.82 | ..... |  | 32.82 | 6.93 | ..... |  | 80 |
| 95 | St. Mary's River..... | 47.00 | ..... |  | 47.00 |  | ..... | 28 & 35 | |
| 96 | Sydney & Louisbourg (Dom. Coal Co.) | 48.67 | ..... |  | 48.67 | 27.64 | ..... |  | 80 |
| 97 | Temiscamingue and Northern Ontario | | 200.00 | ..... |  |  | ..... |  |  |
| 98 | Temiscouata..... | 113.00 | ..... |  | 113.00 | 3.00 | ..... |  | 56 |
| 99 | Tilsonburg, Lake Erie and Pacific... | 35.33 | ..... |  | 35.33 | 5.00 | ..... |  | 56, 65, 70 |
| 100 | Thousand Islands..... | 6.33 | ..... |  | 6.33 | 1.00 | ..... |  | 56 & 60 |
| 101 | Toronto, Hamilton and Buffalo..... | 85.58 | ..... |  | 85.58 | 26.12 | 4.69 | ..... | 56 to 80 |
| 102 | Trans-Canada..... | | 60.00 | ..... |  |  | ..... |  |  |
| 103 | Vancouver, Victoria and Eastern Ry. and Navigation Co..... | 16.50 | ..... |  | 16.50 | 3.00 | ..... |  | 60 |
| 104 | Vancouver, Westminster and Yukon. | 13.89 | 3.81 | ..... | 13.89 |  | ..... |  | 60 |
| 105 | Victoria and Sidney, B.C..... | 16.26 | ..... |  | 16.26 | 1.20 | ..... |  | 50 |
| 106 | Victoria Terminal Ry. and Ferry Co. | 18.40 | ..... |  | 18.40 | 1.50 | ..... |  | 56 & 60 |
| 107 | Wellington Colliery Co..... | 10.75 | ..... |  | 10.75 |  | ..... |  | 50 |
| 108 | York and Carleton..... | 5.75 | | | 5.75 | 10 | | | 56 |
| | Total..... | 19,610.87 | 1,014.97 | 66.08 | 19,544.79 | 3,327.48 | 762.72 | | |

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Roads, &c., for the Year ended June 30, 1904—*Concluded.*

| Number of Tires per Mile. | Nature of Rail Fastenings. | Number of Grain Elevators. | | Number of Highway Crossings at rail level. | Number of Overhead Bridges. | Height of Overhead Bridges above rail level. | Number of Highway Crossings under Railway. | Number of Farm Crossings under Railway. | Number of Level Crossings of other Railways. | Number of Junction with other Railways. | Number of Junctions with Branch Lines. | Radius of Sharpest Curve. | Number of Feet per Mile of heaviest gradient. | Gauge of Railway. | Number. |
|---------------------------|----------------------------|----------------------------|--------------|--------------------------------------------|-----------------------------|----------------------------------------------|--------------------------------------------|-----------------------------------------|----------------------------------------------|-----------------------------------------|----------------------------------------|---------------------------|-----------------------------------------------|-------------------|---------|
| | | Guarded. | Not guarded. | | | | | | | | | | | | |
| | | | | | | Feet. | | | | | | Ft. | | Ft. | |
| 2640 | Fishplates, bolts, chain | | 42 | 1 | 18 | | | | 3 | 4 | | 1,910 | 60 | 4 8 $\frac{1}{2}$ | 91 |
| | | | | | | | | | | | | | | 4 8 $\frac{1}{2}$ | 92 |
| 2816 | Angle-bars | | 31 | 1 | 20 6 | | 2 | | 2 | 3 | | 478 | 63 | 4 8 $\frac{1}{2}$ | 93 |
| 2113 | Fishplates | 1 | 12 | | | | | | | 1 | | 582 | 79 | 3 00 | 95 |
| 2640 | | | | | | | | | | | | | | 4 8 $\frac{1}{2}$ | |
| 2300 | Angle-bars and bolts | 1 | 30 | 2 | 18 | | | | 6 | 1 | | 955 | 90 | 4 8 $\frac{1}{2}$ | 96 |
| | | | | | | | | | | | | | | | 97 |
| 2640 | Fish and angle bars | | 38 | | | | 2 | | 1 | 2 | 1 | 819 | 79 | 4 8 $\frac{1}{2}$ | 98 |
| 2640 | Angle-bars | 4 | 39 | 1 | 21 | | 3 | | 2 | 4 | | 955 | 52 | 4 8 $\frac{1}{2}$ | 99 |
| 3000 | Angle-iron | | 8 | | | | | | | 1 | | 410 | 84 | 4 8 $\frac{1}{2}$ | 100 |
| 3000 | Angle-bars | 6 | 122 | 15 | 22 | | | | 5 | 6 | 3 | 675 | 79 | 4 8 $\frac{1}{2}$ | 101 |
| | | | | | | | | | | | | | | | 102 |
| 2816 | Angle-bars | | 15 | 1 | 22 | | | | 1 | | | 716 | 32 | 4 8 $\frac{1}{2}$ | 103 |
| 2640 | " | | 15 | 1 | 21 | | | | 2 | 1 | | 819 | 134 | 4 8 $\frac{1}{2}$ | 104 |
| 2464 | Fishplates | | 13 | | | | 1 | | | 1 | | 637 | 105 | 4 8 $\frac{1}{2}$ | 105 |
| 2640 | Angle-bars | | 31 | | | | | | 1 | 2 | | 573 | 26 | 4 8 $\frac{1}{2}$ | 106 |
| 2992 | Fishplates and bolts | | | 3 | | | | | | | | | | | 107 |
| 2600 | Side plates and bolts | | 8 | | | | | | | 1 | | 716 | 64 | 4 8 $\frac{1}{2}$ | 108 |
| | | 226 | 239 | 13,493 | 463 | | 333 | 190 | 272 | 381 | 224 | | | | |

4-5 EDWARD VII., A. 1905

No. 4.—SUMMARY STATEMENT of the Operations of the

| Number. | Name of Railway. | Mileage. | TRAIN MILEAGE. | | | |
|---------|-----------------------------------------------------------------------------------------------------------------------------------|----------|----------------------|--------------------|------------------|-------------------------|
| | | | Passenger Trains. | Freight Trains. | Mixed Trains. | Total Train Mileage. |
| 1 | Alberta Railway and Coal Co..... | 66.72 | | 14,116 | 27,776 | 41,892 |
| 2 | Algoma Central and Hudson Bay | 91.75 | 5,380 | 5,935 | 18,810 | 30,125 |
| 3 | Atlantic and Lake Superior, comprising— Baie des Chaleurs | 100.00 | | | | |
| | Great Eastern, not under traffic 23.00 | | 60,000 | 5,000 | | 65,000 |
| | Ottawa Valley, not under traffic 7.00 | | | | | |
| 4 | Bay of Quinté Railway, including— Kingston, Napanee & Western..... | 93.37 | | | 172,496 | 172,496 |
| 5 | Bedlington and Nelson..... | 15.30 | | 264 | 1,892 | 2,156 |
| 6 | British Yukon..... | 90.32 | 270 | 17,352 | 55,422 | 73,044 |
| 7 | Brockville, Westport and Northwestern.. | 45.00 | 29,728 | 1,316 | 15,030 | 46,074 |
| 8 | Bruce Mines and Algoma..... | 16.62 | | | 5,400 | 5,400 |
| 9 | Buctouche and Moncton..... | 32.00 | | | 18,368 | 18,368 |
| 10 | Calgary and Edmonton..... | 296.20 | 31,012 | 76,286 | 17,144 | 124,442 |
| 11 | Canada Atlantic, including Ot- tawa, Arnprior and Parry Sound..... | 400.30 | | | | |
| | Leased lines—Central Counties 37.40 | | | | | |
| | Pembroke Southern 20.90 | | | | | |
| 12 | Canada Coals & Ry. Co., formerly Joggins | 12.00 | 15,024 | | 6,365 | 21,389 |
| 13 | Canada Eastern..... | 136.00 | 93,274 | 45,875 | 30,981 | 170,130 |
| 14 | Canada Southern..... | 359.24 | | | | |
| | Leased lines— Sarnia, Chatham and Erie.. 7.00 | | | | | |
| | Leamington and St. Clair.. 15.95 | | | | | |
| 15 | Canadian Northern, including— Winnipeg Great Northern..... | 993.65 | | | | |
| | Port Arthur, Duluth and Western..... | | | | | |
| | Manitoba & South Eastern..... | | | | | |
| | Lake Manitoba Railway and Canal Co.'s line..... | | 645,253 | 1,052,733 | | 1,697,986 |
| | Ontario and Rainy River..... | | | | | |
| | Manitoba (formerly Northern Pacific and Manitoba, and Portage and North Western Rys.) operated by Canadian Northern..... | 354.65 | | | | |
| | Canadian Government Railways— Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drum- mond County..... | 1,310.26 | 2,612,180 | | 3,891,399 | 6,503,579 |
| 16 | Prince Edward Island..... | 209.00 | 134,686 | | 176,099 | 310,785 |
| 17 | Canadian Pacific Ry..... | 4,742.40 | | | | |
| | Leased lines— Calgary and Edmonton.. 296.20 | | | | | |
| | Fredericton..... 22.10 | | | | | |
| | New Brunswick..... 174.80 | | | | | |
| | New Brunswick & Canada St. John and Maine..... 117.20 | | | | | |
| | St. John Bridge and Ry. Extension..... 91.80 | | | | | |
| | St. Stephen and Milltown Tobique Valley..... 2.00 | | | | | |
| | Cap de la Madeleine..... 4.60 | | | | | |
| | Montreal and Lake Mas- kinongé..... 28.00 | | | | | |
| | Atlantic and North-west. Montreal and Ottawa..... 2.30 | | | | | |
| | Ontario and Quebec..... 11.00 | | | | | |
| | St. Lawrence and Ottawa Credit Valley..... 200.70 | | | | | |
| | Guelph Junction..... 93.50 | | | | | |
| | Toronto, Hamilton and Buffalo..... 471.46 | | | | | |
| | Toronto, Grey and Bruce. 15.00 | | | | | |
| | 2.20 | | | | | |
| | 191.10 | | | | | |
| | | 8,062.00 | 8,632,143 | 13,394,598 | 1,463,398 | 23,510,139 |

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Year and Mileage for the Year ended June 30, 1904.

| Engine Mileage. | Total Number of Passengers Carried. | Tons of Freight of 2,000 lbs. Handled. | Average Rate of Speed of Passen- ger Trains—Miles per Hour. | Average Rate of Speed of Freight Trains—Miles per Hour. | Average Weight of Passenger Trains in Motion—Tons. | Average Weight of Freight Trains in Motion—Tons. | Number. | Remarks. |
|--------------------|-------------------------------------------------|-------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 127,798 | 14,304 | 79,356 | ..... | 18 | ..... | 500 | 1 | |
| 119,975 | 16,032 | 294,484 | 20 | 15 | 85 | 660 | 2 | |
| 65,000 | 14,416 | 26,957 | 25 | 20 | 125 | 150 | 3 | |
| 172,496 | 102,258 | 300,845 | ..... | ..... | ..... | ..... | 4 | |
| 2,180 | 887 | 448 | ..... | ..... | ..... | ..... | 5 | Also running powers over C.P.R. |
| 73,932 | 11,264 | 32,361 | ..... | ..... | ..... | ..... | 6 | from Creston Jct. to Sirdar |
| 46,074 | 59,457 | 17,899 | 22 | 18 | ..... | ..... | 7 | Jct., 8·67 miles. |
| 5,400 | 7,012 | 22,120 | *18 | ..... | ..... | ..... | 8 | *Mixed trains. |
| 19,836 | 11,382 | 23,518 | ..... | 16 | ..... | ..... | 9 | |
| 148,808 | 32,975 | 48,019 | 22 | 15 | ..... | ..... | 10 | Returns up to Sept. 30, 1903, |
| | | | | | | | | only, company then operat |
| | | | | | | | | ed, &c., by C.P.R. |
| 1,741,073 | 411,385 | 1,324,913 | 30 | 15 | 275 | 1,180 | 11 | |
| 23,389 | 11,139 | 80,666 | 20 | 20 | 250 | 270 | 12 | |
| 170,130 | 58,169 | 85,944 | ..... | ..... | ..... | ..... | 13 | |
| 4,807,020 | 711,097 | 5,280,046 | 47 | 15 | ..... | ..... | 14 | |
| 1,776,782 | 358,133 | 1,109,585 | 28 | 15 | 325 | 374 | 15 | |
| 8,224,858 | 2,663,156 | 2,664,149 | 30 | 15 | 260 | 500 | 16 | |
| 406,007 | 224,567 | 86,286 | 22 | 16 | ..... | ..... | 17 | |
| 32,019,394 | 6,224,177 | 11,112,514 | 35 | 20 | 246 | 670 | 18 | Also running powers over— Grand Trunk Ry., To- ronto to Hamilton Jct. 35·80 Canada Atlantic Ry., Montreal and Ottawa Jct. to Ottawa. 0·90 Total..... 36·70 |

4-5 EDWARD VII., A. 1905

No. 4.—SUMMARY STATEMENT of the Operations of the Year

| Number. | Name of Railway. | Mileage. | TRAIN MILEAGE. | | | |
|---------|-------------------------------------------------------------------------------------------------|----------|----------------------|--------------------|------------------|-------------------------|
| | | | Passenger Trains. | Freight Trains. | Mixed Trains. | Total Train Mileage. |
| | Can. Pac.—Leased lines—Con.— | | | | | |
| | West Ontario Pacific | 26 60 | | | | |
| | Manitoba and North-western | 294 60 | | | | |
| | Manitoba South-western Colonization | 215 70 | | | | |
| | Kootenay and Arrowhead | 33 40 | | | | |
| | Columbia and Kootenay | 59 50 | | | | |
| | Nakusp and Slocan | 36 80 | | | | |
| | Shuswap and Okanagan | 50 80 | | | | |
| | Ottawa, Northern and Western | 158 70 | | | | |
| | Columbia and Western | 157 10 | | | | |
| | Great North-west Central | 111 70 | | | | |
| | British Columbia Southern | 200 40 | | | | |
| | Vancouver and Lulu Island | 16 90 | | | | |
| 19 | Cape Breton Ry. | 31 00 | | | 16,554 | 16,554 |
| 20 | Caraguet | 68 00 | | | 75,240 | 75,240 |
| 21 | Carillon and Grenville | 13 00 | 6,000 | 1,000 | 367 | 7,367 |
| 22 | Central Ontario | 125 00 | | | | |
| | Leased line— | | | | | |
| | Marmora Ry. and Mining Co., formerly Ontario, Belmont and Northern | 9 60 | | | | |
| 23 | Central Ry., Nova Scotia, formerly Nova Scotia Central, now Halifax and South-western | 134 60 | 17,640 | 18,490 | 93,200 | 129,330 |
| 24 | Crow's Nest Southern | 43 38 | 32 | 1,871 | 16,456 | 18,359 |
| 25 | Cumberland Railway and Coal Co. | 32 00 | | | 71,443 | 71,443 |
| 26 | Dominion Atlantic, comprising— | | | | | |
| | Windsor and Annapolis | 87 50 | | | | |
| | Cornwallis Valley | 14 00 | | | | |
| | Yarmouth and Annapolis (Western Counties) | 87 32 | 220 50 | 222,006 | 344,620 | 566,626 |
| | Windsor Branch, leased from Intercolonial | 32 00 | | | | |
| 27 | Edmonton, Yukon and Pacific | 4 50 | | | 6,850 | 6,850 |
| 28 | Elgin and Havelock | 28 00 | | | 14,996 | 14,996 |
| 29 | Esquimalt and Nanaimo | 78 00 | 171,994 | 112,290 | | 284,284 |
| 30 | Fredericton and St. Mary's Ry. Bridge Co. | 1 33 | | | | |
| 31 | Grand Trunk | 890 35 | | | | |
| | Wharf Branch, Montreal | 3 44 | | | | |
| | Great Western | 561 80 | | | | |
| | Brantford, Norfolk and Port Burwell | 34 39 | | | | |
| | Buffalo and Lake Huron | 162 00 | | | | |
| | Grand Trunk, Georgian Bay and Lake Erie | 175 62 | | | | |
| | Owen Sound Branch | 12 42 | | | | |
| | London, Huron and Bruce | 68 00 | | | | |
| | Waterloo Junction | 10 25 | | | | |
| | South Norfolk | 17 00 | | | | |
| | Wellington, Grey and Bruce | 168 18 | | | | |
| | Northern | 172 10 | 3,143 60 | 6,890,121 | 9,261,556 | 704,029 |
| | North Simcoe | 33 00 | | | | |
| | Hamilton and North-western | 172 00 | | | | |
| | Northern Pacific Junction | 111 32 | | | | |
| | Toronto Belt Line | 12 79 | | | | |
| | Midland | 166 00 | | | | |
| | Grand Junction | 85 21 | | | | |
| | Toronto and Nipissing | 85 00 | | | | |
| | Lake Simcoe Junction | 26 00 | | | | |
| | Victoria | 53 00 | | | | |

4-5 EDWARD VII., A. 1906

No. 4.—SUMMARY STATEMENT of the Operations of the Year

| Number. | Name of Railway. | Mileage. | TRAIN MILEAGE. | | | |
|---------|------------------------------------------------------------------------------------------------------------|----------|----------------------|--------------------|------------------|-------------------------|
| | | | Passenger Trains. | Freight Trains. | Mixed Trains. | Total Train Mileage. |
| | Grand Trunk—Con. | | | | | |
| | Whitby, Port Perry & Lindsay 46·00 | | | | | |
| | Jacques Cartier Union 6·50 | | | | | |
| | Montreal & Champlain Junction 61·73 | | | | | |
| | Beauharnois Junction 19·50 | | | | | |
| 32 | Great Northern Railway of Canada, including Lower Laurentian and Montford & Gatineau Colonization Railway. | 208·10 | 117,586 | 80,679 | 61,704 | 259,969 |
| 33 | Gulf Shore 16·78 | | | | 5,300 | 5,300 |
| 34 | Halifax and Yarmouth 50·20 | | 18,500 | | 29,600 | 48,100 |
| 35 | Halifax and South-western, formerly Nova Scotia Southern 96·00 | | 1,174 | | 58,163 | 59,337 |
| 36 | Hampton and St. Martins 29·00 | | | | 10,800 | 10,800 |
| 37 | Hereford 53·30 | | 17,699 | 48,360 | | 66,059 |
| 38 | Inverness Railway and Coal Co., formerly Inverness and Richmond 61·00 | | | 48,961 | 38,404 | 87,365 |
| 39 | Irondale, Bancroft and Ottawa 48·00 | | 880 | | 31,926 | 32,786 |
| 40 | Kaslo and Slocan 31·80 | | 62 | | 20,175 | 20,237 |
| 41 | Kent Northern (St. Louis and Richibucto) 27·00 | | | | 18,000 | 18,000 |
| 42 | Kettle River Valley 3·86 | | | | 2,485 | 2,485 |
| 43 | Kingston and Pembroke 112·85 | | 67,015 | 5,241 | 92,496 | 164,752 |
| 44 | Lake Erie and Detroit River, including Erie and Huron 199·41 | 223·41 | 348,263 | 296,520 | 152,004 | 796,787 |
| | Leased line— | | | | | |
| | London and Port Stanley 24·00 | | | | | |
| 45 | Lenora and Mount Sicker 11·50 | | | | 15,050 | 15,050 |
| 46 | Liverpool and Milton 5·00 | | | | 8,300 | 8,300 |
| 47 | Lotbinière and Mégantic 30·34 | | | | 20,200 | 20,200 |
| 48 | Manitoulin and North Shore 16·00 | | 306 | 5,050 | 5,938 | 11,294 |
| 49 | Massawippi Valley 35·46 | | 71,049 | 73,824 | 20,211 | 165,084 |
| 50 | Midland of Nova Scotia 57·87 | | 72,616 | | 35,612 | 108,228 |
| 51 | Montreal and Atlantic, formerly South-eastern 103·00 | 163·50 | 88,506 | 158,688 | 124,931 | 372,124 |
| | Lake Champlain and St. Lawrence Junction 60·50 | | | | | |
| 52 | Montreal and Province Line, formerly Montreal, Portland and Boston 58·60 | | 18,273 | 15,547 | 46,100 | 79,920 |
| 53 | Montreal and Vermont Junction 23·60 | | 64,170 | 79,208 | | 143,378 |
| 54 | Morrissey, Fernie and Michel, B.C. 4·73 | | 5,903 | 11,700 | | 17,603 |
| 55 | New Westminster Southern 24·10 | | 17,688 | 156 | 7,699 | 25,543 |
| 56 | Nelson and Fort Sheppard 55·42 | | | | 43,940 | 43,940 |
| 57 | New Brunswick Coal and Railway Co., formerly Central of N.B. 44·66 | | | | 25,470 | 25,470 |
| 58 | New Brunswick & Prince Edward Island 37·50 | | 2,510 | 13,072 | 21,320 | 36,902 |
| 59 | Nosbonsing and Nipissing 5·50 | | 15,325 | | | 15,325 |
| 60 | New Brunswick Southern, formerly Shore Line 62·50 | | | | 55,536 | 55,536 |
| 61 | Nova Scotia Steel and Coal Co.'s Ry. 12·50 | | | | 15,000 | 15,000 |
| 62 | Orford Mountain 26·50 | | 17,596 | 7,248 | 10,358 | 35,202 |
| 63 | Ottawa, Northern and Western 158·70 | | 33,350 | 6,878 | 20,180 | 60,408 |
| 64 | Ottawa and New York 56·79 | | 75,658 | 32,493 | | 108,151 |
| 65 | Philipsburg Railway and Quarry Co.'s Ry. 7·60 | | | 726 | | 726 |
| 66 | Qu'Appelle, Long Lake & Saskatchewan 253·96 | | | 100,115 | 129,440 | 229,555 |
| 67 | Quebec Central 213·50 | | 167,400 | 152,873 | 305,290 | 625,563 |
| 68 | Quebec and Lake St. John 240·00 | | 185,768 | 143,342 | 30,122 | 359,232 |
| 69 | Quebec Ry., Light and Power Co., formerly Quebec, Montmorency & Charlevoix 30·00 | | 23,668 | | 15,650 | 39,318 |

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and Mileage, for the Year ended June 30, 1904—Continued.

| Engine Mileage. | Total Number of Passengers Carried. | Tons of Freight of 2,000 lbs. Handled. | Average Rate of Speed of Passen- ger Trains—Miles per Hour. | Average Rate of Speed of Freight Trains—Miles per Hour. | Average Weight of Passenger Trains in Motion—Tons. | Average Weight of Freight Trains in Motion—Tons. | Number. | Remarks. |
|--------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------|---------|----------------------------------------------------------------------------------|
| 338,915 | 145,039 | 286,671 | 28 | 19 | 134 | 525 | 32 | |
| 5,300 | 710 | 8,714 | 15 | 15 | 90 | 200 | 33 | |
| 50,315 | 51,477 | 9,540 | 25 | 17 | | | 34 | |
| 92,348 | 62,746 | 41,328 | 20 | 15 | | | 35 | |
| 10,800 | 3,749 | 3,732 | 15 | 15 | | | 36 | From 1903 return. No return received this year. |
| 66,059 | 21,883 | 133,892 | 26 | 15 | | | 37 | |
| 91,733 | 21,052 | 194,021 | *20 | 14 | *150 | 450 | 38 | *Mixed trains. |
| 33,000 | 8,673 | 21,928 | 25 | 18 | 125 | 160 | 39 | |
| 34,716 | 6,698 | 10,270 | 12 | 12 | 70 | 137 | 40 | |
| 18,250 | 7,110 | 18,049 | 18 | | | | 41 | |
| 2,485 | 1,447 | 33,810 | | *15 | | 115 | 42 | *Mixed trains. |
| 165,532 | 43,570 | 99,620 | 25 | 18 | | | 43 | |
| 1,110,641 | 609,265 | 1,339,966 | 35 | 25 | | | 44 | |
| 15,050 | 725 | 1,307 | 6 | 6 | | | 45 | From 1903 return. No return received this year. |
| 8,300 | 25,160 | 22,678 | 8 | | | | 46 | |
| 25,000 | 10,440 | 29,109 | | 20 | | 120 | 47 | |
| 16,788 | 3,205 | 134,333 | 20 | 15 | 45 | 305 | 48 | |
| 227,449 | 136,077 | 353,039 | 25 | 12 | | | 49 | Also running powers over Grand Trunk Ry., Lennoxville to Sherbrooke, 2·95 miles. |
| 108,228 | 55,612 | 33,867 | 33 | 20 | 102 | 210 | 50 | |
| 536,621 | 211,546 | 844,123 | 30 | 18 | 178 | 454 | 51 | |
| 90,884 | 108,475 | 78,785 | 30 | 12 | | | 52 | |
| 150,591 | 101,874 | 964,856 | 40 | 15 | | | 53 | |
| 18,560 | 7,250 | 135,743 | 12 | 12 | 110 | 305 | 54 | |
| 26,693 | 22,203 | 24,844 | | | | | 55 | |
| 48,531 | 20,523 | 31,500 | | | | | 56 | Also running powers over C. P. R., Five Mile Point to Nelson, B. C., 4·70 miles. |
| 25,470 | 3,674 | 5,200 | | | | | 57 | Taken from 1903 report. Return received this year too late for entry. |
| 44,590 | 18,759 | 33,021 | 20 | 15 | | | 58 | |
| 16,857 | | 28,606 | | 20 | | | 59 | |
| 55,536 | 14,276 | 22,596 | 20 | | | | 60 | |
| 35,000 | 7,367 | 145,321 | | 15 | | 300 | 61 | |
| 35,202 | 7,446 | 36,439 | 25 | 18 | | | 62 | |
| 60,438 | 58,416 | 20,669 | 30 | 25 | | | 63 | Returns up to Oct. 31, 1903 only. |
| 108,151 | 106,216 | 60,059 | | 35 | 18 | | 64 | then C. P. Ry. leased line. |
| 726 | | 4,608 | | 15 | | | 65 | |
| 278,834 | 40,141 | 123,364 | *18 | 15 | *231 | 366 | 66 | *Mixed. |
| 636,346 | 221,795 | 433,759 | 25 | 15 | | | 67 | Also running powers over Intercolonial from Harlaka Jct. to Lévis, 5·00 miles. |
| 518,967 | 247,905 | 318,730 | 28 | 15 | 150 | 550 | 68 | |
| 39,668 | 155,980 | 35,313 | 21 | 18 | 220 | 250 | 69 | |

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No. 4.—SUMMARY STATEMENT of the Operations of the Year

| Number. | Name of Railway. | Mileage. | TRAIN MILEAGE. | | | |
|---------|------------------------------------------------------------------------------------------------------|-----------|----------------------|--------------------|------------------|-------------------------|
| | | | Passenger Trains. | Freight Trains. | Mixed Trains. | Total Train Mileage. |
| 70 | Quebec Southern, comprising the United Counties, East Richelieu Valley and South Shore Railways..... | 143 50 | 90,646 | 42,898 | 101,386 | 234,930 |
| 71 | Red Mountain..... | 9 59 | 6,308 | 10,307 | ..... | 16,615 |
| 72 | Rutland and Noyan..... | 3 39 | ..... | ..... | ..... | ..... |
| 73 | Salisbury and Harvey..... | 45 00 | ..... | ..... | 24,742 | 24,742 |
| 74 | Schomberg and Aurora..... | 15 00 | 10,000 | ..... | ..... | 10,000 |
| 75 | Stanstead, Shefford and Chambly..... | 43 00 | 27,469 | 10,351 | 32,777 | 70,597 |
| 76 | St. Clair Tunnel, Yard and Approaches..... | 2 25 | ..... | ..... | ..... | ..... |
| 77 | St. Lawrence and Adirondack..... | 32 82 | 106,640 | 49,473 | 17,280 | 173,393 |
| 78 | St. Mary's River..... | 47 00 | ..... | 27,247 | 10,220 | 37,467 |
| 79 | Sydney and Louisbourg, (Dom. Coal Co.). | 48 67 | 36,428 | 18,569 | 151,236 | 206,233 |
| 80 | Témiscouata..... | 113 00 | 72,814 | 11,800 | 70,964 | 155,578 |
| 81 | Tilsonburg, Lake Erie and Pacific..... | 35 33 | 38,080 | ..... | 17,040 | 55,120 |
| 82 | Thousand Islands..... | 6 33 | ..... | ..... | 36,014 | 36,014 |
| 83 | Toronto, Hamilton and Buffalo..... | 87 78 | 203,254 | 122,971 | 13,320 | 345,545 |
| 84 | Vancouver, Victoria and Eastern Railway and Navigation Co..... | 16 50 | 112 | 210 | 13,164 | 13,486 |
| 85 | Victoria and Sidney, B.C..... | 16 26 | 15,156 | ..... | 11,268 | 26,424 |
| 86 | Victoria Terminal Railway and Ferry Co..... | 18 40 | 1,095 | ..... | 25,500 | 26,645 |
| 87 | Wellington Colliery Co., B.C..... | 10 75 | ..... | 12,900 | 8,396 | 21,296 |
| 88 | York and Carleton..... | 5 75 | | | 700 | 700 |
| | | 19,430 99 | 23,502,876 | 28,278,310 | 9,530,816 | 61,312,002 |

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and Mileage, for the Year ended June 30, 1904—*Concluded.*

| Engine Mileage. | Total Number of Passengers Carried. | Tons of Freight of 2,000 lbs. Handled. | Average Rate of Speed of Passen- ger Trains—Miles per Hour. | Average Rate of Speed of Freight Trains—Miles per Hour. | Average Weight of Passenger Trains in Motion—Tons. | Average Weight of Freight Trains in Motion—Tons. | Number. | Remarks. |
|--------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 236,011 | 78,309 | 141,755 | | | | | 70 | Taken from 1903 return. No re- turn received this year. Operated by Rutland Ry. Co. of U. S. |
| 30,949 | 14,391 | 239,614 | 12 | 10 | | | 71 | |
| 30,729 | 12,775 | 35,780 | 18 | | 125 | | 72 | |
| 10,000 | 4,320 | | 20 | | | | 73 | |
| 86,840 | 143,191 | 1,049,961 | 30 | 12 | | | 74 | Also running powers over Grand Trunk Ry. from Valleyfield to Beauharnois, 13·30 miles. Also running powers over Canadian Pacific Ry. from Adirondack Junction to Montreal, 8·70 miles. |
| 98,708 | | | | | | | 75 | |
| 184,584 | 249,835 | 312,355 | 30 | 15 | 140 | 1,500 | 76 | |
| 45,030 | 8,321 | 29,420 | | 12 | | 170 | 77 | |
| 556,027 | 48,449 | 3,152,027 | 24 | 15 | 160 | 900 | 78 | |
| 155,578 | 53,863 | 90,636 | 26 | 17 | 187 | 330 | 79 | |
| 55,120 | 26,200 | 25,709 | 35 | 25 | | | 80 | |
| 36,014 | 46,801 | 30,599 | | | | | 81 | |
| 620,083 | 281,628 | 1,026,945 | 35 | 20 | 125 | 1,000 | 82 | |
| | | | | | | | 83 | |
| 14,522 | 17,383 | 15,013 | | | | | 84 | *Mixed. |
| 26,424 | 41,694 | 23,633 | 18 | *12 | 130 | *210 | 85 | |
| 26,645 | 53,038 | 33,108 | 20 | | 130 | | 86 | |
| 21,296 | 3,776 | 216,231 | 20 | 20 | | | 87 | |
| 700 | 4,500 | 3,200 | 20 | | | | 88 | |
| 80,508,064 | 23,640,765 | 48,097,519 | | | | | | |

4-5 EDWARD VII., A. 1905

No. 5.—SUMMARY STATEMENT of Description of

| Number. | Name of Railway. | Mileage. | Flour. | | Grain. | | Live No. |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------|---------|------------|-----------|-------------|
| | | | Barrels. | Tons. | Bushels. | Tons. | |
| 1 | Alberta Railway and Coal Co. | 66.72 | 20,860 | 2,086 | 215,942 | 4,319 | 6,003 |
| 2 | Algoma Central and Hudson Bay. | 91.75 | | | 52,118 | 886 | 571 |
| 3 | Atlantic & Lake Superior, comprising— Baie des Chaleurs. 100.00 Great Eastern, not under traffic 23.00 Ottawa Valley " " 7.00 | 100.00 | 7,600 | 760 | 15,500 | 305 | 273 |
| 4 | Bay of Quinté, including— Kingston, Napanee & Western. | 93.37 | 20,640 | 2,064 | 79,842 | 2,207 | 6,892 |
| 5 | Bedlington and Nelson. | 15.30 | | | | | |
| 6 | British Yukon. | 90.32 | 5,143 | 514 | 199,568 | 3,193 | 10,499 |
| 7 | Brookville, Westport & North-western. | 45.00 | 13,637 | 1,369 | 98,279 | 2,886 | 16,380 |
| 8 | Bruce Mines and Algoma. | 16.62 | | | | | 110 |
| 9 | Buctouche and Moncton. | 32.00 | | | | 3,524 | |
| 10 | Calgary and Edmonton. 296.20 | | 8,291 | 829 | 106,080 | 1,892 | 18,813 |
| 11 | Canada Atlantic, including Ottawa, Arnprior & Farry Sound. 400.30 Leased lines— Central Counties. 37.40 Pembroke Southern. 20.90 | 458.60 | 576,168 | 57,617 | 14,556,423 | 363,911 | 75,939 |
| 12 | Canada Coals & Ry. Co., formerly Joggins. | 12.00 | 1,799 | 179 | 13,334 | 240 | 1 |
| 13 | Canada Eastern. | 136.00 | 78,400 | 7,840 | 147,600 | 2,460 | 450 |
| 14 | Canada Southern. 359.24 Leased lines— Sarnia, Chatham & Erie. 7.00 Leamington & St. Clair. 15.95 | 382.19 | 1,670,129 | 164,092 | 27,044,789 | 573,639 | 1,491,482 |
| 15 | Canadian Northern, including— Winnipeg Great Northern. Port Arthur, Duluth and Western Ry. Manitoba South Eastern. Lake Manitoba Ry. and Canal Co's Line. Ontario and Rainy River. Manitoba (formerly Northern Paci- fic and Manitoba and Portage and North Western Rys.) oper- ated by Canadian Northern. | 998.65 | | | | | |
| | | | 141,107 | 14,110 | 9,992,195 | 293,581 | 25,188 |
| 16 | Canadian Government Railways— Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drummond County. | 354.65 | | | | | |
| 17 | Prince Edward Island. | 1,310.26 | 1,607,950 | 160,705 | 2,788,772 | 59,764 | 113,006 |
| 18 | Canadian Pacific Ry. 4,742.40 Leased lines— Calgary, Edmonton. 296.20 Fredericton. 22.10 New Brunswick. 174.80 New Brunswick & Canada. 117.20 St. John and Maine. 91.80 St. John Bridge and Rail- way Extension. 2.00 St. Stephen and Milltown. 4.60 Tobique Valley. 28.00 Cap de la Madeleine. 2.30 Montreal & L. Maskinongé. 11.00 Atlantic and North-west. 200.70 Montreal and Ottawa. 93.50 Ontario and Quebec. 471.40 St. Lawrence and Ottawa. 58.30 Credit Valley. 175.70 | 209.00 | 20,314 | 2,032 | 832,891 | 14,304 | 19,485 |
| | | 8,062.00 | 5,268,772 | 526,878 | 52,902,829 | 1,396,601 | 1,312,490 |

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Freight carried for the Year ended June 30, 1904.

| Stock. | Lumber of all kinds, ft. B.M. | | Coal and other Fuel. | | Manu- factured Goods. | All other Articles. | Total Weight Carried. | Number. | Remarks. |
|---------|----------------------------------|-----------|-------------------------|-----------|-----------------------------|---------------------------|-----------------------------|---------|-----------------------------------------------------|
| | Tons. | Feet. | Tons. | Cords. | Tons. | Tons. | Tons. | | |
| 2,663 | 3,905,130 | 5,858 | 33,817 | 5,609 | 25,004 | 79,356 | 1 | | |
| 499 | 1,425,000 | 2,495 | 10,500 | 21,649 | 3,681 | 265,274 | 294,484 | 2 | |
| 155 | 9,215,000 | 11,470 | 102 | 158 | 7,699 | 6,410 | 26,957 | 3 | |
| 2,757 | 33,906,286 | 59,336 | 41,376 | 104,232 | 58,873 | 300,845 | 4 | | |
| | | | 363 | | 85 | 448 | 5 | | |
| 3,309 | 515,267 | 772 | 284 | 16,527 | 7,762 | 32,361 | 6 | | |
| 1,892 | 716,849 | 1,053 | 807 | 7,816 | 2,096 | 17,899 | 7 | | |
| 37 | | 15,235 | 850 | 353 | 5,645 | 22,120 | 8 | | |
| | | 5,524 | 481 | 8,132 | 6,338 | 23,518 | 9 | | |
| 7,799 | 8,992,320 | 11,693 | 532 | 13,945 | 11,329 | 48,019 | 10 | | Returns up to Sept. 30, 1903. Then in C.P.Ry. |
| 18,985 | 296,140,900 | 407,193 | 151,491 | 130,549 | 195,167 | 1,324,913 | 11 | | |
| 1 | 622,500 | 810 | 76,286 | 2,869 | 281 | 80,666 | 12 | | |
| 225 | 28,000,000 | 28,000 | 11,700 | 10,400 | 25,319 | 85,944 | 13 | | |
| 245,612 | 176,660,746 | 271,640 | 8,550 | 14,604 | 1,274,661 | 2,735,758 | 5,280,046 | 14 | |
| 8,966 | 117,517 | 176,277 | 171,714 | 240,386 | 262,973 | 113,272 | 1,109,585 | 15 | |
| 24,709 | 465,379,803 | 622,885 | 784,021 | 522,410 | 489,655 | 2,664,149 | 16 | | |
| 3,133 | 3,618,000 | 5,580 | 9,102 | | 52,135 | 86,286 | 17 | | |
| 355,058 | 1,257,487,083 | 1,674,635 | 1,742,230 | 3,112,693 | 2,304,419 | 11,112,514 | 18 | | |

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No. 5.—SUMMARY STATEMENT of Description of

| Number. | Name of Railway. | Mileage. | Flour. | | Grain. | | Live |
|---------|---------------------------------------|----------|----------|-----------|----------|------------|-----------|
| | | | Barrels. | Tons. | Bushels. | Tons. | No. |
| | Can. Pac. — Leased lines — Con. | | | | | | |
| | Guelph Junction..... | 15 00 | | | | | |
| | Toronto, Hamilton & Buf- | | | | | | |
| | falo..... | 2 20 | | | | | |
| | Toronto, Grey and Bruce..... | 191 10 | | | | | |
| | West Ontario Pacific..... | 26 60 | | | | | |
| | Manitoba & North-western..... | 294 60 | | | | | |
| | Manitoba South-western | | | | | | |
| | Colonization..... | 215 70 | | | | | |
| | Kootenay and Arrowhead..... | 33 40 | | | | | |
| | Columbia and Kootenay..... | 59 50 | | | | | |
| | Nakusp and Slocan..... | 36 30 | | | | | |
| | Ottawa, North'n & West'n..... | 158 70 | | | | | |
| | Shuswap and Okanagan..... | 50 80 | | | | | |
| | Columbia and Western..... | 157 10 | | | | | |
| | Great North-west Central..... | 111 70 | | | | | |
| | B. Columbia Southern..... | 200 40 | | | | | |
| | Vancouver & Lulu Island..... | 16 90 | | | | | |
| 19 | Cape Breton Ry..... | 31 00 | 348 | 34 | | | 13 |
| 20 | Caraquet..... | 68 00 | 9,500 | 950 | | 500 | 400 |
| 21 | Carillon and Grenville..... | 13 00 | | | | | 70 |
| 22 | Central Ontario..... | 125 00 | | | | | |
| | Marmora Ry. and Mining Co., | | | | | | |
| | formerly Ontario, Belmont | | | | | | |
| | and Northern..... | 9 60 | 134 60 | 18,817 | 1,844 | 231,780 | 5,794 |
| | and Northern..... | 9 60 | | | | | 8,900 |
| 23 | Central of Nova Scotia (formerly Nova | | | | | | |
| | Scotia Central, now Halifax and | | | | | | |
| | South-western..... | | | | | | |
| 24 | Crow's Nest Southern..... | 43 38 | 133 | 33 | 1,125 | 18 | 445 |
| 25 | Cumberland Ry. and Coal Co..... | 32 00 | 11,513 | 1,151 | 47,932 | 814 | 99 |
| 26 | Dominion Atlantic, comprising— | | | | | | |
| | Windsor and Annapolis..... | 87 50 | | | | | |
| | Cornwallis Valley..... | 14 00 | | | | | |
| | Yarmouth and Annapolis | | | | | | |
| | (Western Counties)..... | 87 00 | 220 50 | 160,275 | 16,027 | 4,072 | 11,009 |
| | Windsor Branch, leased from | | | | | | |
| | Intercolonial..... | 32 00 | | | | | |
| 27 | Edmonton, Yukon and Pacific..... | 4 50 | 16,455 | 1,646 | 142,862 | 2,712 | 205 |
| 28 | Elgin and Havelock..... | 28 00 | 3,809 | 389 | 2,846 | 48 | 2,870 |
| 29 | Esquimalt and Nanaimo..... | 78 00 | 46,910 | 4,691 | 94,500 | 2,835 | 4,319 |
| 30 | Fredericton and St. Mary's Railway | | | | | | |
| | Bridge Co..... | 1 33 | | | | | |
| 31 | Grand Trunk..... | 880 35 | | | | | |
| | Wharf Branch, Montreal..... | 3 44 | | | | | |
| | Great Western..... | 561 80 | | | | | |
| | Brantford, Norfolk and Port | | | | | | |
| | Burwell..... | 34 39 | | | | | |
| | Buffalo and Lake Huron..... | 162 00 | | | | | |
| | Grand Trunk, Georgian Bay | | | | | | |
| | and Lake Erie..... | 175 62 | | | | | |
| | Owen Sound Branch..... | 12 42 | | | | | |
| | London, Huron and Bruce..... | 68 00 | | | | | |
| | Waterloo Junction..... | 10 25 | | | | | |
| | South Norfolk..... | 17 00 | | | | | |
| | Wellington, Grey and Bruce..... | 168 18 | | | | | |
| | Northern..... | 172 10 | | | | | |
| | North Simcoe..... | 33 00 | 3,143 60 | 4,005,770 | 400,577 | 45,142,760 | 1,128,569 |
| | Hamilton & North-western..... | 172 00 | | | | | 3,800,560 |
| | Northern Pacific Junction..... | 111 32 | | | | | |
| | Toronto Belt Line..... | 12 79 | | | | | |
| | Midland..... | 166 00 | | | | | |
| | Grand Junction..... | 85 21 | | | | | |

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Freight carried for the Year ended June 30, 1904—*Continued.*

| Stock. | Lumber of all kinds, ft. B.M. | | Coal and other Fuel. | | Manu- factured Goods. | All other Articles. | Total Weight Carried. | Number. | Remarks. |
|---------|----------------------------------|-----------|-------------------------|-----------|-----------------------------|---------------------------|-----------------------------|---------|--------------------------------------|
| Tons. | Feet. | Tons. | Cords. | Tons. | Tons. | Tons. | Tons. | | |
| 62 | | 51 | | 539 | | 3,056 | 3,742 | 19 | |
| 200 | | 16,500 | | 500 | 3,000 | 405 | 22,055 | 20 | |
| 30 | | | | | 15 | 35 | 80 | 21 | |
| 4,450 | 9,071,200 | 11,339 | | 95,814 | 75,871 | 11,976 | 207,088 | 22 | |
| 244 | 2,423,000 | 3,634 | | 52,693 | 3,168 | 1,530 | 61,320 | 23 | Now Halifax and South-western Ry. |
| 50 | 8,500,000 | 15,010 | | 426,321 | 12,813 | | 456,169 | 25 | |
| 2,742 | 45,803,100 | 68,705 | | 28,230 | 45,110 | 141,670 | 306,556 | 26 | |
| 200 | 4,232,840 | 6,350 | | | 11,563 | 8,935 | 31,706 | 27 | |
| 287 | 3,796,600 | 4,661 | 269 | 538 | 1,565 | 1,035 | 8,523 | 28 | |
| 660 | 22,933,594 | 32,654 | | 25,758 | 37,282 | 88,232 | 192,112 | 29 | |
| | | | | | | | | 30 | |
| 760,112 | 837,528,000 | 1,675,056 | | 4,717,407 | 1,612,600 | 1,374,351 | 11,668,672 | 31 | |

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No. 5.—SUMMARY STATEMENT of Description of

| Number. | Name of Railway. | Mileage. | Flour. | | Grain. | | Live | |
|---------|-----------------------------------------------------------------------------------------------------------------|----------|----------|-----------|-----------|-----------|---------|--------|
| | | | Barrels. | Tons. | Bushels. | Tons. | No. | |
| | Grand Trunk— <i>Con.</i> | | | | | | | |
| | Toronto and Nipissing..... | 85 00 | | | | | | |
| | Lake Simcoe Junction..... | 26 00 | | | | | | |
| | Victoria..... | 53 00 | | | | | | |
| | Whitby, Port Perry and Lindsay..... | 46 00 | | | | | | |
| | Jacques Cartier Union..... | 6 50 | | | | | | |
| | Montreal and Champlain Junction..... | 61 73 | | | | | | |
| | Beauharnois Junction..... | 19 50 | | | | | | |
| 32 | Great Northern Ry. of Canada, in- cluding Lower Laurentian, Montford, Gatineau Colonization Railway..... | 208 10 | 99,700 | 9,970 | 251,960 | 6,299 | 196 | |
| 33 | Gulf Shore..... | 16 78 | 3,000 | 300 | 2,000 | 34 | 20 | |
| 34 | Halifax & South-western (formerly Nova Scotia Southern)..... | 96 00 | 18,892 | 1,889 | 6,783 | 111 | 207 | |
| 35 | Halifax and Yarmouth..... | 50 20 | 11,299 | 1,130 | 27,758 | 694 | 115 | |
| 36 | Hampton and St. Martin's..... | 29 00 | | | | | | |
| 37 | Hereford..... | 53 30 | 12,130 | 1,213 | 54,426 | 1,306 | 8,037 | |
| 38 | Inverness Ry. and Coal Co., (formerly Inverness and Richmond)..... | 61 00 | 14,549 | 1,454 | 7,636 | 132 | 460 | |
| 39 | Irondale, Bancroft and Ottawa..... | 48 00 | 4,140 | 414 | 11,250 | 225 | 1,325 | |
| 40 | Kaslo and Slocan..... | 31 80 | 420 | 42 | 4,166 | 125 | | |
| 41 | Kent Northern (St. Louis and Richi- buto not in operation)..... | 27 00 | 5,108 | 520 | 6,466 | 122 | 99 | |
| 42 | Kettle River Valley..... | 3 86 | 958 | 99 | | | 453 | |
| 43 | Kingston and Pembroke..... | 112 85 | 8,112 | 795 | 80,800 | 5,555 | 1,110 | |
| 44 | Lake Erie and Detroit River, including Erie & Huron. 199 41 Leased line—London & Pt. Stanley..... | 223 41 | | 34,435 | | 103,378 | | |
| 45 | Lenora Mount Sicker..... | 11 50 | | | | | | |
| 46 | Liverpool and Milton..... | 5 06 | | | | | | |
| 47 | Lotbinière and Mégantic..... | 30 34 | 7,695 | 769 | 4,706 | 60 | 11 | |
| 48 | Manitoulin and North Shore..... | 16 00 | | | | | | |
| 49 | Massawippi Valley..... | 35 46 | 15,610 | 1,561 | 666,350 | 13,327 | 12,227 | |
| 50 | Midland of Nova Scotia..... | 57 87 | 6,635 | 663 | 44,254 | 752 | 511 | |
| 51 | Montreal and Atlantic, (form- erly South-Eastern)..... | 103 00 | | | | | | |
| | Lake Champlain and St. Lawrence Junction..... | 60 50 | 163 50 | 1,089,744 | 108,975 | 5,328,699 | 117,879 | 23,425 |
| 52 | Montreal and Province Line (formerly Montreal, Portland and Boston)..... | 58 60 | 10,240 | 1,024 | 47,285 | 1,351 | 896 | |
| 53 | Montreal and Vermont Junction..... | 23 60 | 406,680 | 40,668 | 6,645,450 | 189,870 | 127,836 | |
| 54 | Morrissey, Fernie and Michel, B.C..... | 4 73 | | | | | | |
| 55 | New Westminster Southern..... | 24 10 | 990 | 98 | 9,072 | 254 | 2,210 | |
| 56 | Nelson and Fort Sheppard..... | 55 42 | 340 | 34 | 10,322 | 310 | | |
| 57 | New Brunswick Coal and Ry. Co. (formerly Central of New Brunswick) | 44 66 | 970 | 97 | 3,493 | 59 | | |
| 58 | New Brunswick and Prince Edward Island..... | 37 50 | 10,419 | 1,051 | 30,255 | 559 | 1,976 | |
| 59 | Norbonsing and Nipissing..... | 5 50 | | | | | | |
| 60 | New Brunswick Southern..... | 82 50 | 2,146 | 214 | 23,570 | 488 | 42 | |
| 61 | Nova Scotia Steel & Coal Co.'s Ry..... | 12 50 | 1,124 | 112 | 14,250 | 243 | 61 | |
| 62 | Orford Mountain..... | 26 50 | 14,362 | 1,436 | 17,713 | 361 | 2,210 | |
| 63 | Ottawa, Northern and Western includ- ing Pontiac, Pacific Jct. Ry. and Interprovincial Bridge 158 70..... | | 13,964 | 1,396 | 23,109 | 518 | 7,259 | |
| 64 | Ottawa and New York..... | 56 79 | 3,720 | 372 | 48,933 | 1,468 | 2,898 | |
| 65 | Philipsburg Ry. and Quarry Co..... | 7 50 | | | | | | |

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Freight carried for the Year ended June 30, 1904—Continued.

| Stock. | Lumber of all kinds, ft. B.M. | | Coal and other Fuel. | | Manu- factured Goods. | All other Articles. | Total Weight Carried. | Number. | Remarks. |
|--------|----------------------------------|---------|-------------------------|---------|-----------------------------|---------------------------|-----------------------------|---------|---------------------------------------------------------------------------------------------|
| Tons. | Feet. | Tons. | Cords. | Tons. | Tons. | Tons. | Tons. | | |
| 98 | 32,129,838 | 48,243 | | 46,127 | 78,745 | 97,189 | 286,671 | 32 | |
| 10 | 6,000,000 | 6,600 | 30 | 45 | 1,725 | | 8,714 | 33 | |
| 80 | 8,739,000 | 13,238 | | 7,891 | 13,172 | 4,947 | 41,328 | 34 | |
| 66 | 1,548,354 | 2,323 | | 1,861 | 1,351 | 2,115 | 9,540 | 35 | |
| | 2,364,000 | 2,953 | 21 | 37 | | 742 | 3,732 | 36 | |
| 1,009 | 69,820,644 | 104,731 | | 5,066 | 10,530 | 10,037 | 133,852 | 37 | Taken from 1903 re- port. No return received this year. |
| 185 | 2,386,824 | 3,978 | | 182,825 | 98 | 5,349 | 194,021 | 38 | |
| 331 | 1,600,000 | 2,400 | | 11,346 | 3,159 | 4,053 | 21,958 | 39 | |
| | 485,000 | 884 | | 2,552 | 605 | 6,062 | 10,270 | 40 | |
| 22 | 285,000 | 285 | | 857 | 2,539 | 13,704 | 18,049 | 41 | |
| 116 | 1,435,000 | 2,866 | 520 | 1,038 | 430 | 29,261 | 33,810 | 42 | |
| 555 | 13,110,000 | 19,665 | | 16,055 | 50,995 | 6,000 | 99,620 | 43 | |
| 34,699 | | 64,577 | | 481,004 | 116,285 | 505,588 | 1,339,966 | 44 | |
| | 525,000 | 787 | | | 520 | | 1,307 | 45 | Taken from 1903 re- port. No return received this year. |
| 22 | | 9,175 | | 7,100 | 154 | *22,678 | 22,678 | 46 | *Includes 14,278 tons pulp; 7,000 tons pulp wood. |
| | | 123 | | 1,928 | 546 | 131,736 | 134,333 | 48 | |
| 1,547 | 98,112,000 | 134,910 | | 12,366 | 33,522 | 155,766 | 353,039 | 49 | Bark, 8,944; wood pulp, 51,396; ore and copper, 40,868; stone and sand, 20,986. |
| 220 | 10,733,556 | 18,784 | | 7,267 | 3,675 | 2,506 | 33,867 | 50 | |
| 5,053 | 75,687,678 | 105,256 | | 23,996 | 300,860 | 182,104 | 844,123 | 51 | |
| 224 | 12,431,556 | 18,666 | | 112 | 10,799 | 46,609 | 78,785 | 52 | |
| 31,959 | 3,773,088 | 57,168 | | 291 | 186,254 | 458,646 | 964,856 | 53 | |
| | | | | 130,299 | | 5,444 | 135,743 | 54 | |
| 152 | 369,000 | 554 | | 5,151 | 12,153 | 6,482 | 24,814 | 55 | |
| | 2,400,000 | 5,269 | | 97 | | 25,790 | 31,500 | 56 | |
| | 1,416,000 | 1,775 | 875 | 1,874 | | 1,395 | 5,200 | 57 | Taken from 1903 re- turn. Return re- ceived this year too late for entry. |
| 195 | 8,760,000 | 17,540 | 881 | 2,200 | 3,296 | 8,180 | 33,021 | 58 | |
| | 20,433,000 | 28,606 | | | | | 28,656 | 59 | |
| 30 | 7,964,000 | 10,482 | | 427 | 7,943 | 3,012 | 22,596 | 60 | |
| 22 | 4,000,000 | 5,893 | | 40,900 | 535 | 97,616 | 145,321 | 61 | |
| 404 | 9,203,700 | 12,251 | 5,036 | 7,207 | 518 | 14,262 | 36,419 | 62 | |
| 1,067 | 2,880,000 | 3,133 | 180 | 269 | 9,59 | 4,427 | 20,669 | 63 | Returns to Oct. 31, 1903 only. Then in C. P. R. |
| 1,739 | 915,528 | 11,444 | | 12,447 | 5,359 | 27,230 | 60,059 | 64 | |
| | | 134 | | | 250 | 4,224 | 4,608 | 65 | |

4-5 EDWARD VII., A. 1905

No. 5.—SUMMARY STATEMENT of Description of

| Number. | Name of Railway. | Mileage. | Flour. | | Grain. | | Live |
|---------|--------------------------------------------------------------------------------------------------|-----------|------------|-----------|-------------|-----------|-----------|
| | | | Barrels. | Tons. | Bushels. | Tons. | No. |
| 66 | Qu'Appelle, Long Lake and Saskatchewan | 253·96 | 13,490 | 1,949 | 1,339,969 | 37,805 | 23,966 |
| 67 | Quebec Central | 213·50 | | 17,429 | | 1,486 | |
| 68 | Quebec and Lake St. John | 240·00 | 49,866 | 4,986 | 903,922 | 18,078 | 3,011 |
| 69 | Quebec Ry. Light & Power Co. (form'ly Quebec, Montmorency & Charlevoix) | 30·00 | 9,951 | 994 | 15,156 | 438 | 344 |
| 70 | Quebec Southern, comprising the United Counties, East Richelieu Valley and South Shore Rys | 143·50 | 23,890 | 2,389 | 93,644 | 2,475 | 1,700 |
| 71 | Red Mountain | 9·59 | | | | | 120 |
| 72 | Rutland and Noyan | 3·39 | | | | | |
| 73 | Salisbury and Harvey | 45·00 | 3,121 | 312 | 40,405 | 686 | 346 |
| 74 | Schomberg and Aurora | 15·00 | | | | | |
| 75 | Stanstead, Shefford and Chambly | 43·00 | 464,080 | 46,408 | 7,515,235 | 214,721 | 114,484 |
| 76 | St. Clair Tunnel, Yard and Approaches | 2·25 | | | | | |
| 77 | St. Lawrence and Adirondack | 32·82 | 24,810 | 2,481 | 51,280 | 1,282 | 1,218 |
| 78 | St. Mary's River | 47·00 | 20,970 | 2,097 | 211,289 | 4,226 | 683 |
| 79 | Sydney and Louisburg (Dominion Coal Co.) | 48·67 | 2,550 | 255 | 3,000 | 51 | 92 |
| 80 | Temiscouata | 113·00 | 16,685 | 1,668 | 44,842 | 740 | 314 |
| 81 | Tilsonburg, Lake Erie and Pacific | 35·33 | 11,397 | 1,196 | 104,899 | 2,388 | 22,893 |
| 82 | Thousand Islands | 6·33 | 4,190 | 419 | 18,036 | 496 | 1,583 |
| 83 | Toronto, Hamilton and Buffalo | 87·78 | 51,119 | 5,101 | 604,495 | 15,619 | 81,265 |
| 84 | Vancouver, Victoria and Eastern Ry. and Navigation Co. | 16·50 | | | | | 520 |
| 85 | Victoria and Sidney, B.C. | 16·26 | 1,300 | 130 | 108,892 | 2,202 | 2,368 |
| 86 | Victoria Terminal Ry. and Ferry Co. .. | 18·40 | 1,624 | 163 | 209,959 | 3,648 | 2,420 |
| 87 | Wellington Colliery Co., B.C. | 10·75 | 1,030 | 103 | 8,500 | 231 | 326 |
| 88 | York and Carleton | 5·75 | 1,500 | 150 | 7,700 | 70 | |
| | | 19,430·99 | 16,178,031 | 1,666,778 | 179,369,737 | 4,621,216 | 7,176,709 |

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Freight carried for the Year ended June 30, 1904—*Concluded.*

| Stock. | Lumber of all kinds, ft. B.M. | | Coal and other Fuel. | | Manu- factured Goods. | All other Articles. | Total Weight Carried. | Number. | Remarks. |
|------------------------------------|----------------------------------------------------------------|----------------------------------------------|-------------------------------------------|-----------------------------------------------|----------------------------------------------|-----------------------------------------------|------------------------------------------------------|----------------------------|--------------------------------------------------------------------------------------|
| | Tons. | Feet. | Tons. | Cords. | Tons. | Tons. | Tons. | | |
| 14,291 3,556 675 | 17,297,846 73,047,000 | 21,559 70,682 112,380 | 5,415 35,038 | 8,123 11,228 95,260 | 24,636 14,689 25,078 | 15,601 314,689 62,273 | 123,364 433,759 318,730 | 66 67 68 | Including brick, pulp wood, pulp, butter and cheese, asbes- tos, stone, &c. |
| 164 | 1,154,206 | 1,732 | 7,243 | 8,720 | 5,521 | 17,744 | 35,313 | 69 | |
| 712 78 | 8,270,642 1,450,000 | 9,615 2,878 | 35,990 | 71,981 1,042 | 804 | 53,779 235,616 | 141,755 239,614 | 70 71 |  | Taken from 1903 re- port. No return received this year. Operated by Rutland Ry. Co. of United States. |
| 173 | 8,136,000 | 12,204 | 2,567 | 2,567 | 1,279 | 18,559 | 35,780 | 73 | |
| 28,621 | 38,294,334 | 57,499 | ..... | 490 | 182,773 | 519,449 | 1,049,961 | 74 75 | |
| 609 299 | 38,324,667 3,170,143 | 57,487 4,755 | ..... | 85,046 7,292 | 75,012 5,356 | 90,438 5,395 | 312,355 29,420 | 76 77 78 | |
| 46 157 2,866 633 8,612 | 6,258,000 47,501,000 2,254,396 2,724,571 8,906,814 | 55,740 68,700 6,428 4,768 14,920 | 5,384 4,161 | 2,958,677 8,076 6,202 6,598 | 3,641 2,866 15,156 191,010 | 137,258 7,654 3,763 9,107 785,085 | 3,152,027 90,636 25,709 30,599 1,026,945 | 79 80 81 82 83 | |
| 282 346 366 143 25 | 96,000 417,575 810,875 | 133 618 1,210 1,224 | 5,729 180 | 10,391 10,391 213,591 240 | 6,107 11,611 1,715 | 14,598 3,839 5,719 428 1,491 | 15,013 23,633 33,10 216,231 3,200 | 84 85 86 87 88 | |
| 1,587,396 | 3,877,997,870 | 6,353,621 | 300,866 | 13,002,138 | 8,702,839 | 12,163,531 | 48,097,519 | | |

4-5 EDWARD VII., A. 1905

No. 6.—SUMMARY STATEMENT of Earnings

| Number. | Name of Railway. | Mileage. | Passenger | Freight | Mails |
|---------|------------------------------------------------|----------|---------------|---------------|--------------|
| | | | Traffic. | Traffic. | and Express |
| | | | \$ cts. | \$ cts. | \$ cts. |
| 1 | Alberta Railway and Coal Co | 66.72 | 26,927 89 | 70,078 26 | 1,919 77 |
| 2 | Algoma Central and Hudson Bay | 91.75 | 16,982 66 | 96,945 82 | 25 14 |
| 3 | Atlantic and Lake Superior, comprising— | | | | |
| | Baie des Chaleurs | 100.00 | | | |
| | Great Eastern, not under traffic | 23.00 | | | |
| | Ottawa Valley | 7.00 | | | |
| 4 | Bay of Quinte Railway, including— | | | | |
| | Kingston, Napanee and Western | 93.37 | 32,896 10 | 181,309 35 | 8,548 46 |
| 5 | Bedlington and Nelson | 15.30 | 472 19 | 59 10 | |
| 6 | British Yukon | 90.32 | 70,291 38 | 264,709 10 | 7,859 59 |
| 7 | Brockville, Westport and Northwestern | 45.00 | 23,486 50 | 21,362 88 | 2,979 67 |
| 8 | Bruce Mines and Algoma | 16.62 | 2,045 40 | 2,543 18 | 73 15 |
| 9 | Buctouche and Moncton | 32.00 | 5,032 34 | 13,423 90 | 623 82 |
| 10 | Calgary and Edmonton | 296.20 | 80,527 10 | 142,062 41 | 6,305 68 |
| 11 | Canada Atlantic, including Ottawa, Arnprior | | | | |
| | and Parry Sound | 400.30 | | | |
| | Leased lines, Central Counties | 37.40 | | | |
| | Pembroke Southern | 20.90 | | | |
| 12 | Canada Coals and Railway Co., formerly Joggins | 12.00 | 3,591 15 | 31,831 61 | 572 12 |
| 13 | Canada Eastern | 136.00 | 38,409 80 | 72,731 53 | 5,150 34 |
| 14 | Canada Southern | 359.24 | | | |
| | Leased, Sarnia, Chatham and Erie | 7.00 | | | |
| | Leamington and St. Clair | 15.95 | | | |
| 15 | Canadian Northern, including— | | | | |
| | Winnipeg Great Northern | | | | |
| | Port Arthur, Duluth and Western | | | | |
| | Manitoba and South-eastern | | | | |
| | Lake Manitoba Ry. and Canal Co.'s | | | | |
| | line | | | | |
| | Ontario and Rainy River | | | | |
| | Manitoba (formerly Northern Pacific and Man- | | | | |
| | itoba, and Portage and North-western Rys., | | | | |
| | operated by Canadian Northern | 988.65 | 516,808 11 | 2,412,383 51 | 42,666 00 |
| 16 | Canadian Government Railways— | | | | |
| | Intercolonial, exclusive of Windsor Branch, 32 | | | | |
| | miles, but including Drummond County | 1,310.26 | 2,021,568 40 | 4,041,122 48 | 262,553*41 |
| 17 | Prince Edward Island | 209.00 | 102,378 49 | 114,061 59 | 17,522 95 |
| 18 | Canadian Pacific Ry | 4,742.40 | | | |
| | Leased lines— | | | | |
| | Calgary and Edmonton | 296.20 | | | |
| | Fredericton | 22.10 | | | |
| | New Brunswick | 174.80 | | | |
| | New Brunswick and Canada | 117.20 | | | |
| | St. John and Maine | 91.80 | | | |
| | St. John Bridge & Ry. Extension | 2.00 | | | |
| | St. Stephen and Milltown | 4.60 | | | |
| | Tobique Valley | 28.00 | | | |
| | Cap de la Madeleine | 2.30 | | | |
| | Montreal and Lake Maskinonge | 11.00 | | | |
| | Atlantic and North-west | 200.70 | | | |
| | Montreal and Ottawa | 93.50 | | | |
| | Ontario and Quebec | 471.40 | | | |
| | St. Lawrence and Ottawa | 58.30 | | | |
| | Credit Valley | 175.70 | | | |
| | Guelph Junction | 15.00 | | | |
| | Toronto, Hamilton and Buffalo | 2.20 | | | |
| | Toronto, Grey and Bruce | 191.10 | | | |
| | West Ontario Pacific | 26.60 | | | |
| | Manitoba and North-western | 294.60 | | | |
| | Manitoba South-western Coloni- | | | | |
| | zation | 215.70 | | | |
| | Kootenay and Arrowhead | 33.40 | | | |
| | | 8,062.00 | 12,265,689 24 | 28,764,224 62 | 1,703,906 39 |

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for the Year ended June 30, 1904.

| Other Sources. | Total Gross Earnings. | Total Net Earnings. | Proportion of Earnings to Working Expenses. | Earnings per Train Mile. | Number. | Remarks. |
|----------------|-----------------------|---------------------|---------------------------------------------|--------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| \$ cts. | \$ cts. | \$ cts. | p. c. | \$ cts. | | |
| 30,896 75 | 129,822 67 | 28,342 99 | 128 | 3 09 | 1 | |
| 46,053 66 | 160,007 28 | 34,301 24 | 127 | 5 31 | 2 | |
| ..... | 57,345 77 | 11,662 98 | 125 | 0 88 | 3 | |
| 10,881 87 | 233,635 78 | 71,336 96 | 146 | 1 35 | 4 | |
| 5 73 | 537 02 | 8,821 27 | 6 | 0 25 | 5 | Also running powers over C. P. R. from Creston Jct. to Sirdar Jct., 8·67 miles. |
| 6,071 38 | 348,991 45 | 170,031 02 | 195 | 4 77 | 6 | |
| 602 20 | 48,431 25 | 17,638 59 | 157 | 1 05 | 7 | |
| ..... | 4,661 73 | 5,404 60 | 46 | 0 86 | 8 | |
| ..... | 19,080 08 | 1,681 73 | 92 | 1 04 | 9 | |
| 742 33 | 229,637 52 | 40,197 04 | 121 | 1 85 | 10 | Returns up to Sept. 30, 1903. Then included in C. P. Ry. |
| 70,142 68 | 1,761,300 07 | 423,611 47 | 133 | 1 34 | 11 | |
| 1,251 45 | 37,246 33 | 12,152 73 | 149 | 1 74 | 12 | |
| 1,020 92 | 116,912 59 | 1,422 56 | 101 | 0 69 | 13 | |
| 27,452 52 | 6,364,056 17 | 591,454 15 | 110 | 1 81 | 14 | |
| 270,845 07 | 3,242,702 69 | 1,121,930 26 | 153 | 1 91 | 15 | |
| 13,967 14 | 6,339,231 43 | 900,750 61 | 88 | 0 97 | 16 | Also running powers over Grand Trunk— Point Lévis to Hadlow. 1·50 Chaudière Curve to Chaudière... 1·18 St. Rosalie Jct. to Montreal.... 37·62 Total miles. 40·30 |
| 427 00 | 234,390 03 | 101,305 41 | 70 | 0 75 | 17 | |
| | | | | | | |
| | | | | | | |
| 3,056,752 17 | 45,790,572 42 | 14,308,290 69 | 145 | 1 95 | 18 | Also running powers over— G.T.R., Toronto to Hamilton Jct. 35 80 C.A.R., Montreal and Ottawa Jct. to Ottawa. 0 90 Total miles. 36·70 |

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No. 6.—SUMMARY STATEMENT of Earnings

| Number. | Name of Railway. | Mileage. | Passenger Traffic. | Freight Traffic. | Mails and Express Freight. |
|---------|------------------------------------------------------------------------------------------------------------------|----------|--------------------|------------------|----------------------------|
| | | | \$ cts. | \$ cts. | \$ cts. |
| | Canadian Pacific—Leased lines—Con. | | | | |
| | Columbia and Kootenay..... | 59.50 | | | |
| | Nakusp and Slocan..... | 36.30 | | | |
| | Shuswap and Okanagan..... | 50.80 | | | |
| | Ottawa, Northern and Western..... | 158.70 | | | |
| | Columbia and Western..... | 157.10 | | | |
| | Great North-west Central..... | 111.70 | | | |
| | British Columbia Southern..... | 200.40 | | | |
| | Vancouver and Lulu Island ... | 16.90 | | | |
| 19 | Cape Breton Ry..... | 31.00 | 3,746 85 | 2,141 68 | ..... |
| 20 | Caraguet..... | 68.00 | 7,457 85 | 24,232 20 | 1,965 00 |
| 21 | Carillon and Grenville..... | 13.00 | 1,848 55 | 88 38 | ..... |
| 22 | Central Ontario..... | 125.00 | | | |
| | Leased lines— | | | | |
| | Marmora Ry. and Mining Co., formerly Ontario, Belmont & Northern..... | 134.60 | 54,183 28 | 154,413 52 | 11,256 77 |
| 23 | Central Ry., Nova Scotia (formerly Nova Scotia Central), now in Halifax South-western..... | 9.60 | | | |
| 24 | Crow's Nest Southern..... | 43.38 | 4,299 72 | 36,705 35 | 836 98 |
| 25 | Cumberland Railway and Coal Co..... | 32.00 | 14,928 29 | 21,203 51 | 3,844 55 |
| 26 | Dominion Atlantic, comprising— | | | | |
| | Windsor and Annapolis..... | 87.50 | | | |
| | Cornwallis Valley..... | 14.00 | | | |
| | Yarmouth and Annapolis (Western Counties)..... | 87.00 | | | |
| | Windsor Branch, leased from Intercolonial..... | 32.00 | | | |
| 27 | Edmonton, Yukon and Pacific..... | 4.50 | 3,128 50 | 9,562 49 | ..... |
| 28 | Elgin and Havelock..... | 28.00 | 2,271 11 | 6,309 48 | 662 48 |
| 29 | Esquimalt and Nanaimo..... | 78.00 | 105,871 67 | 159,641 06 | 3,906 24 |
| 30 | Fredericton and St. Mary's Ry. Bridge Co..... | 1.33 | 1,216 44 | 3,142 43 | ..... |
| 31 | Grand Trunk..... | 880.35 | | | |
| | Wharf Branch, Montreal .. | 3.44 | | | |
| | Great Western..... | 561.80 | | | |
| | Brantford, Norfolk and Port Burwell..... | 34.39 | | | |
| | Buffalo and Lake Huron..... | 162.00 | | | |
| | Grand Trunk, Georgian Bay and Lake Erie..... | 175.62 | | | |
| | Owen Sound Branch..... | 12.42 | | | |
| | London, Huron and Bruce..... | 68.00 | | | |
| | Waterloo Junction..... | 10.25 | | | |
| | South Norfolk..... | 17.00 | | | |
| | Wellington, Grey and Bruce..... | 168.18 | | | |
| | Northern..... | 172.10 | | | |
| | North Simcoe..... | 33.00 | | | |
| | Hamilton and North-western..... | 172.00 | | | |
| | Northern Pacific Junction..... | 111.32 | | | |
| | Toronto Belt Line..... | 12.79 | | | |
| | Midland..... | 166.00 | | | |
| | Grand Junction..... | 85.21 | | | |
| | Toronto and Nipissing..... | 85.00 | | | |
| | Lake Simcoe Junction..... | 26.00 | | | |
| | Victoria..... | 53.00 | | | |
| | Whitby, Port Perry and Lindsay..... | 46.00 | | | |
| | Jacques Cartier Union..... | 6.50 | | | |
| | Montreal and Champlain Junction..... | 61.73 | | | |
| | Beauharnois Junction..... | 19.50 | | | |
| 32 | Great Northern Railway of Canada, including Lower Laurentian and Montford and Gatineau Colonization Railway..... | 208.10 | 65,906 20 | 224,292 71 | 4,263 90 |
| 33 | Gulf Shore..... | 16.78 | 448 51 | 4,787 95 | |

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for the Year ended June 30, 1904—*Continued.*

| Other Sources. | Total Gross Earnings. | Total Net Earnings. | Proportion of Earnings to Working Expenses. | Earnings per Train Mile. | Number. | Remarks. |
|----------------|-----------------------|---------------------|---------------------------------------------|--------------------------|---------|-----------------------------------------------------------------------------------|
| \$ cts. | \$ cts. | \$ cts. | p. c. | \$ cts. | | |
| 308 20 | 6,196 73 | — 7,869 28 | 44 | 0 37 | 19 | |
| 1,533 70 | 35,188 75 | — 7,684 00 | 82 | 0 46 | 20 | |
| ..... | 1,936 93 | — 1,909 38 | 50 | 0 26 | 21 | |
| 2,493 60 | 225,347 17 | 91,550 88 | 169 | 1 74 | 22 | |
| ..... |  |  |  |  | 23 | |
| 266 89 | 42,108 94 | — 15,128 39 | 73 | 2 29 | 24 | |
| 81,999 40 | 121,975 75 | 20,714 05 | 120 | 1 70 | 25 | |
| ..... | 1,074,644 28 | 269,557 99 | 133 | 1 89 | 26 | Also running powers over Intercolonial Ry., Halifax to Windsor Jct., 14'00 miles. |
| 852 89 | 13,543 88 | — 4,126 18 | 77 | 1 98 | 27 | |
| 372 75 | 9,615 82 | — 2,709 53 | 78 | 0 64 | 28 | |
| 42,099 54 | 311,518 51 | 89,133 84 | 140 | 1 09 | 29 | |
| 500 00 | 4,858 87 | 3,427 34 | ..... | ..... | 30 | Taken from 1903 return. Return received this year too late for entry. |
| 704,391 36 | 25,786,963 14 | 8,072,704 81 | 145 | 1 53 | 31 | |
| | | | | | | |
| 43,813 82 | 338,276 63 | 2,291 69 | 101 | 1 30 | 32 | |
| ..... | 5,236 46 | 2,364 81 | 182 | 0 99 | 33 | |

4-5 EDWARD VII., A. 1905

No. 6.—SUMMARY STATEMENT of Earnings

| Number. | Name of Railway. | Mileage. | Passenger | Freight | Mails |
|---------|--------------------------------------------------------------------------------------------------------------------|----------|------------|------------|-------------|
| | | | Traffic. | Traffic. | and Express |
| | | | | | Freight. |
| | | | \$ cts. | \$ cts. | \$ cts. |
| 34 | Halifax and Yarmouth..... | 50 20 | 26,523 59 | 11,328 33 | 1,357 10 |
| 35 | Halifax and South-western (formerly Nova Scotia Southern)..... | 96 00 | 42,437 93 | 32,476 96 | 4,392 82 |
| 36 | Hampton and St. Martins..... | 29 00 | 1,887 99 | 2,257 82 | ..... |
| 37 | Hereford..... | 53 30 | 14,172 34 | 40,914 88 | 1,381 45 |
| 38 | Inverness Railway and Coal Co., formerly Inverness and Richmond..... | 61 00 | 20,521 26 | 113,038 51 | 404 00 |
| 39 | Irondale, Bancroft and Ottawa..... | 48 00 | 5,805 25 | 14,813 85 | 1,083 09 |
| 40 | Kaslo and Slocan..... | 31 80 | 7,881 40 | 15,358 94 | 1,356 26 |
| 41 | Kent Northern..... | 27 00 | 5,696 75 | 10,401 30 | 1,072 69 |
| 42 | Kettle River Valley..... | 3 86 | 229 63 | 5,130 87 | 0 80 |
| 43 | Kingston and Pembroke..... | 112 85 | 42,174 71 | 120,927 98 | 9,943 68 |
| 44 | Lake Erie and Detroit River, including Erie and Huron Leased, London and Port Stanley... 199 41 } 24 00 } | 223 41 | 215,484 98 | 760,395 51 | 32,648 25 |
| 45 | Lenora Mount Sicker..... | 11 50 | 399 75 | 6,535 00 | ..... |
| 46 | Liverpool and Milton..... | 5 00 | 1,270 50 | 7,996 90 | ..... |
| 47 | Lotbinière and Mégantic..... | 30 34 | 3,558 31 | 16,770 63 | ..... |
| 48 | Manitoulin and North Shore..... | 16 00 | 1,710 85 | 27,811 63 | ..... |
| 49 | Manawipipi Valley..... | 35 46 | 58,229 09 | 95,235 26 | 3,471 66 |
| 50 | Midland of Nova Scotia..... | 57 87 | 33,146 79 | 31,007 71 | 530 86 |
| 51 | Montreal and Atlantic, formerly South-eastern..... 103 00 } Lake Champlain and St. Lawrence Junction 60 50 } | 163 50 | 129,369 91 | 260,936 44 | 12,851 57 |
| 52 | Montreal and Province Line, formerly Montreal, Portland and Boston..... | 58 60 | 36,282 12 | 31,572 42 | 4,839 86 |
| 53 | Montreal and Vermont Junction..... | 23 60 | 55,569 01 | 127,183 84 | 5,088 00 |
| 54 | Morrissey, Fernie and Michel, B.C..... | 4 73 | 1,087 45 | 23,762 10 | 13 17 |
| 55 | New Westminster Southern..... | 24 10 | 16,061 72 | 5,069 27 | 1,519 47 |
| 56 | Nelson and Fort Sheppard..... | 55 42 | 32,000 57 | 58,145 45 | 2,326 82 |
| 57 | New Brunswick Coal and Railway Co. (formerly Central of N.B..... | 44 66 | 2,194 94 | 3,257 44 | 1,106 56 |
| 58 | New Brunswick and Prince Edward Island..... | 37 50 | 7,658 39 | 15,241 24 | 1,285 13 |
| 59 | Nosbonsing and Nipissing..... | 5 50 | ..... | 49,040 64 | ..... |
| 60 | New Brunswick Southern (formerly Shore Line)..... | 82 50 | 13,099 95 | 22,106 62 | 3,491 76 |
| 61 | Nova Scotia Steel and Coal Co.'s Railway..... | 12 50 | 1,675 50 | 10,128 07 | ..... |
| 62 | Orford Mountain..... | 26 50 | 2,960 24 | 20,677 50 | 527 52 |
| 63 | Ottawa, Northern and Western..... 158 70 } | ..... | 35,829 60 | 33,022 86 | 3,214 83 |
| 64 | Ottawa and New York..... | 55 79 | 56,017 79 | 41,799 32 | 3,955 15 |
| 65 | Philipsburg Railway and Quarry Co.'s Ry..... | 7 50 | ..... | 1,258 01 | ..... |
| 66 | Qu'Appelle, Long Lake and Saskatchewan..... | 253 96 | 120,369 15 | 278,898 03 | 9,105 12 |
| 67 | Quebec Central..... | 213 50 | 222,398 06 | 478,319 99 | 20,034 69 |
| 68 | Quebec and Lake St. John..... | 240 00 | 147,128 16 | 275,300 45 | 18,063 51 |
| 69 | Quebec Railway, Light and Power Co. (formerly Quebec, Montmorency and Charlevoix..... | 30 00 | 18,439 43 | 24,557 35 | 299 58 |
| 70 | Quebec Southern, comprising United Counties, East Richelieu Valley and South Shore Rys..... | 143 50 | 61,707 04 | 85,697 43 | 20,702 94 |
| 71 | Red Mountain..... | 9 59 | 4,557 90 | 51,465 97 | 875 31 |
| 72 | Rutland and Noyan..... | 3 39 | ..... | ..... | ..... |
| 73 | Salisbury and Harvey..... | 45 00 | 8,227 17 | 17,132 76 | 2,574 92 |
| 74 | Schomberg and Aurora..... | 15 00 | 1,955 04 | 440 00 | ..... |
| 75 | Stanstead, Shefford and Chambly..... | 43 00 | 22,298 39 | 49,965 08 | 4,485 50 |
| 76 | St. Clair Tunnel, Yard and Approaches..... | 2 25 | 39,861 50 | 178,723 66 | *1,178 52 |
| 77 | St. Lawrence and Adirondack..... | 32 82 | 110,270 65 | 106,325 50 | 4,996 75 |
| 78 | St. Mary's River..... | 47 00 | 5,735 08 | 27,201 99 | 545 23 |
| 79 | Sydney and Louisbourg (Dominion Coal Co.'s Ry)..... | 48 67 | 20,567 97 | 604,360 28 | 2,947 89 |
| 80 | Témiscouata..... | 113 00 | 49,123 22 | 78,427 65 | ..... |
| 81 | Tilsonburg, Lake Erie and Pacific..... | 35 33 | 9,867 20 | 16,680 96 | 1,612 79 |
| 82 | Thousand Islands..... | 6 33 | 7,261 22 | 18,630 68 | 3,275 08 |

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for the Year ended June 30, 1904.—Continued.

| Other Sources. | Total Gross Earnings. | Total Net Earnings. | Proportion of Earnings to Working Expenses. | Earnings per Train Mile. | Number. | Remarks. |
|----------------|-----------------------|---------------------|---------------------------------------------|--------------------------|---------|------------------------------------------------------------------------------------|
| \$ cts. | \$ cts. | \$ cts. | p. c. | \$ cts. | | |
| 675 22 | 39,884 24 | 9,530 13 | 131 | 0 82 | 34 | |
| 1,423 95 | 80,731 66 | 13,861 36 | 119 | 1 36 | 35 | |
| 115 89 | 4,261 70 | 44 45 | 101 | 0 29 | 36 | |
| 71 00 | 56,539 67 | 29,054 06 | 66 | 0 85 | 37 | Taken from last year's return. No return received this year. |
| 1,336 85 | 135,300 62 | 37,493 42 | 138 | 1 55 | 38 | |
| ..... | 21,702 19 | 3,429 88 | 86 | 0 66 | 39 | |
| 86 90 | 24,683 50 | 18,480 31 | 57 | 1 22 | 40 | |
| ..... | 17,170 74 | 3,605 84 | 126 | 0 95 | 41 | |
| 34 00 | 5,395 30 | 330 73 | 94 | 2 17 | 42 | |
| 10,029 52 | 183,075 89 | 33,564 98 | 122 | 1 11 | 43 | |
| 92 36 | 1,008,621 10 | 168,393 81 | 120 | 1 26 | 44 | |
| ..... | 6,934 75 | 21,012 71 | ..... | ..... | 45 | Taken from 1903 return. No return received this year. |
| ..... | 9,267 40 | 3,288 08 | 155 | 1 12 | 46 | |
| 412 96 | 20,751 90 | 2,844 11 | 116 | 1 02 | 47 | |
| 732 79 | 30,255 27 | 9,941 08 | 149 | 2 68 | 48 | |
| ..... | 156,936 01 | 35,553 64 | 130 | 0 95 | 49 | Also running powers over G.T.R. from Lennoxville to Sherbrooke, 2·95 miles. |
| 629 56 | 65,314 92 | 15,151 73 | 130 | 0 60 | 50 | |
| 8,882 24 | 412,040 16 | 54,271 88 | 88 | 1 11 | 51 | |
| 1,754 00 | 74,498 40 | 6,039 20 | 92 | 0 93 | 52 | |
| 250 00 | 188,090 85 | 70,420 96 | 159 | 1 31 | 53 | |
| ..... | 24,862 72 | 3,284 63 | 115 | 1 41 | 54 | |
| 271 41 | 22,921 87 | 15,927 68 | 59 | 0 90 | 55 | |
| 343 51 | 92,816 35 | 4,195 06 | 95 | 2 11 | 56 | Also running powers over C.P.R. from Five Mile Point to Nelson, B.C., 4·7 miles. |
| 2,603 78 | 9,117 72 | 196 96* | ..... | ..... | 57 | Taken from last year's return. Return received this year too late for entry. |
| 92 50 | 24,277 26 | 6,505 65 | 136 | 0 65 | 58 | |
| ..... | 49,040 64 | 5,086 72 | 111 | 3 20 | 59 | |
| 207 06 | 38,905 38 | 3,761 03 | 91 | 0 70 | 60 | |
| 5,400 00 | 17,203 57 | 704 24 | 96 | 1 15 | 61 | |
| ..... | 24,165 26 | 531 92 | 102 | 0 68 | 62 | |
| 15,119 07 | 87,186 36 | 19,314 87 | 128 | 1 44 | 63 | Returns up to Oct. 31, 1903. Then included in C.P.R. |
| 419 75 | 102,192 01 | 2,688 03 | 103 | 0 95 | 64 | |
| 3,668 81 | 4,925 82 | 1,948 94 | 165 | 6 78 | 65 | |
| 715 00 | 409,087 30 | 50,145 58 | 89 | 1 78 | 66 | |
| 5,896 48 | 726,649 22 | 215,674 50 | 142 | 1 16 | 67 | Also running powers over I.C.R., Harlaka Jct. to Lévis, 5·00 miles. |
| 37,502 42 | 477,994 54 | 151,432 07 | 146 | 1 33 | 68 | |
| 537 06 | 43,833 42 | 10,049 54 | 130 | 1 11 | 69 | |
| 545 96 | 168,653 37 | 17,177 65 | ..... | ..... | 70 | Taken from 1903 report. No return received this year. |
| 4,322 69 | 61,221 87 | 11,119 89 | 122 | 3 68 | 71 | |
| ..... | 28,142 22 | 539 59 | 102 | 1 14 | 72 | Operated by Rutland Ry. Co. of U. S. |
| 207 37 | 2,395 04 | 753 67 | 76 | 0 24 | 73 | Traffic not returned. |
| ..... | 77,098 97 | 22,417 31 | 141 | 1 09 | 74 | |
| 350 00 | 219,778 68 | 84,728 96 | 162 | ..... | 75 | |
| 15 00 | ..... | ..... | ..... | ..... | 76 | The earnings of this company are from tolls on vehicles hauled through the tunnel. |
| 134 37 | 221,727 27 | 90,872 98 | 169 | 1 27 | 77 | Also running powers over— |
| 2,713 49 | 36,195 79 | 16,448 42 | 183 | 0 96 | 78 | G.T.R., Valleyfield to Beauhar- |
| 37,547 04 | 665,423 18 | 276,789 32 | 171 | 3 22 | 79 | nois..... 13·30 |
| 8,672 78 | 136,223 65 | 17,383 75 | 115 | 0 87 | 80 | C.P.R., Adirondack Jct. to Mont- |
| | 28,340 95 | 3,972 87 | 87 | 0 51 | 81 | real..... 8·70 |
| 5,194 27 | 34,361 25 | 9,446 71 | 137 | 0 95 | 82 | |

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No. 6—SUMMARY STATEMENT of Earnings

| Number. | Name of Railway. | Mileage. | Passenger Traffic. | | Freight Traffic. | | Mails and Express Freight. | |
|---------|----------------------------------------------------------------|-----------|--------------------|------|------------------|------|----------------------------|------|
| | | | \$ | cts. | \$ | cts. | \$ | cts. |
| 83 | Toronto, Hamilton and Buffalo..... | 87.78 | 153,190 | 24 | 474,774 | 91 | 11,192 | 24 |
| 84 | Vancouver, Victoria and Eastern Railway and Navigation Co..... | 16.50 | 8,255 | 47 | 18,750 | 88 | 383 | 07 |
| 85 | Victoria and Sidney, B.C..... | 16.26 | 13,323 | 44 | 12,951 | 84 | 406 | 06 |
| 86 | Victoria Terminal Railway and Ferry Co..... | 18.40 | 6,888 | 21 | 5,134 | 51 | 32 | 13 |
| 87 | Wellington Colliery Co., B.C..... | 10.75 | 1,439 | 25 | 2,717 | 95 | 245 | 00 |
| 88 | York and Carleton..... | 5.75 | 1,047 | 00 | 2,194 | 00 | 66 | 00 |
| | Total..... | 19,430.99 | 26,901,831 | 64 | 64,673,919 | 01 | 4,031,662 | 58 |

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for the Year ended June 30, 1904—*Concluded*

| Other Sources. | Total Gross Earnings. | Total Net Earnings. | Proportion of Earnings to Working Expenses. | Earnings per Train Mile. | Number. | Remarks. |
|----------------|-----------------------|---------------------|---------------------------------------------|--------------------------|---------|----------|
| \$ cts. | \$ cts. | \$ cts. | p. c. | \$ cts. | | |
| 34,154 57 | 673,311 96 | 224,051 18 | 149 | 1 94 83 | | |
| 45 20 | 27,434 62 | 13,003 86 | 190 | 2 03 84 | | |
| 47 89 | 26,729 23 | 2,477 00 | 92 | 1 00 85 | | |
| 3 26 | 12,058 14 | 12,888 86 | 48 | 0 45 86 | | |
| | 4,402 20 | 16,789 20 | 21 | 0 21 87 | | |
| | 3,307 00 | 419 00 | 114 | 4 72 88 | | |
| 4,612,022 99 | 100,219,436 22 | 25,656,274 40 | | | | |

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No. 7.—SUMMARY STATEMENT of Operating

| Number. | Name of Railway. | Mileage. | Maintenance of Way, Buildings, &c. | Cost of Motive Power. |
|---------|--------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------|--------------------------|
| | | | \$ cts. | \$ cts. |
| 1 | Alberta Railway and Coal Co. | 66.72 | 30,927 43 | 23,468 53 |
| 2 | Algoma Central and Hudson Bay .. | 91.75 | 17,134 84 | 34,620 46 |
| 3 | Atlantic and Lake Superior, comprising— | | | |
| | Baie des Chaleurs | 100.00 | | |
| | Great Eastern, not under traffic | 23 00 | | |
| | Ottawa Valley " " | 7.00 | | |
| 4 | Bay of Quinté Railway, including Kingston, Napanee and Western | 93.37 | 27,370 92 | 66,540 75 |
| 5 | Bedlington and Nelson | 15.30 | 1,165 58 | 1,113 35 |
| 6 | British Yukon | 90.32 | 77,413 17 | 30,936 20 |
| 7 | Brockville, Westport and North-eastern | 45.00 | 7,190 31 | 8,336 68 |
| 8 | Bruce Mines and Algoma | 16.62 | 2,138 63 | 4,038 83 |
| 9 | Buctouche and Moncton | 32.00 | 8,938 34 | 5,069 04 |
| 10 | Calgary and Edmonton | 296.20 | 117,076 96 | 39,037 45 |
| 11 | Canada Atlantic, including Ottawa, Arnprior and Parry Sound | 400.30 | | |
| | Leased lines: Central Counties | 37.40 | | |
| | Pembroke Southern | 20.90 | | |
| 12 | Canada Coals and Railway Co., formerly Joggins | 12.00 | 7,000 96 | 11,091 15 |
| 13 | Canada Eastern | 136.00 | 36,611 80 | 44,803 92 |
| 14 | Canada Southern | 359.24 | | |
| | Leased lines: Sarnia, Chatham and Erie | 7.00 | | |
| | Leamington and St. Clair. | 15.95 | | |
| 15 | Canadian Northern, including— | | | |
| | Winnipeg Great Northern | | | |
| | Port Arthur, Duluth and Western | | | |
| | Manitoba and South-eastern | | | |
| | Lake Manitoba Ry. and Canal Co.'s line | | 476,930 01 | 745,349 13 |
| | Ontario and Rainy River | | | |
| | Manitoba (formerly Northern Pacific and Manitoba and Portage and North-western Ry. (operated by Canadian Northern) | | | |
| | | 354.65 | | |
| 16 | Canadian Government Railways— | | | |
| | Intercolonial, exclusive of Windsor Branch, 32 miles, but including Drummond County | 1,310.26 | 1,491,673 18 | 2,616,922 26 |
| 17 | Prince Edward Island | 209.00 | 103,826 40 | 115,474 46 |
| 18 | Canadian Pacific | 4,742.40 | | |
| | Leased lines: Calgary and Edmonton | 296.20 | | |
| | Fredericton | 22.10 | | |
| | New Brunswick | 174.80 | | |
| | New Brunswick and Canada | 117.20 | | |
| | St. John and Maine | 91.80 | | |
| | St. John Bridge and Railway Extension | 2.00 | | |
| | St. Stephen and Milltown | 4.60 | | |
| | Tobique Valley | 28.00 | | |
| | Cap de la Madeleine | 2.30 | | |
| | Montreal and Lake Maskinongé | 11.00 | | |
| | Atlantic and North-west | 200.70 | | |
| | Montreal and Ottawa | 93.50 | | |
| | Ontario and Quebec | 471.40 | | |
| | St. Lawrence and Ottawa | 58.30 | | |
| | Credit Valley | 175.70 | | |
| | Guelph Junction | 15.00 | | |
| | Toronto, Hamilton and Buffalo | 2.20 | | |
| | Toronto, Grey and Bruce | 191.10 | | |
| | West Ontario Pacific | 26.60 | | |
| | Manitoba and North-western | 294.60 | | |
| | Manitoba and South-western Colonization | 215.70 | | |
| | Kootenay and Arrowhead | 33.40 | | |
| | Columbia and Kootenay | 59.50 | | |
| | Nakusp and Slocan | 36.30 | | |
| | Shuswap and Okanagan | 50.80 | | |
| | Ottawa, Northern and Western | 158.70 | | |
| | Columbia and Western | 157.10 | | |
| | Great North-west Central | 111.70 | | |
| | | 8,062.00 | 6,719,995 40 | 10,558,983 26 |

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Expenses for the Year ended June 30, 1904.

| Maintenance of Cars. | General and Operating Charges. | Total. | Cost of operating per train mile. | Number. | Remarks. |
|-------------------------|-----------------------------------------|---------------|--------------------------------------------|---------|---------------------------------------------------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | | |
| 5,002 28 | 42,081 44 | 101,479 68 | 2 42 | 1 | |
| 10,593 24 | 63,357 50 | 125,706 04 | 4 17 | 2 | |
| 775 84 | 15,397 82 | 45,682 79 | 0 70 | 3 | |
| 13,851 44 | 51,535 71 | 159,298 82 | 0 92 | 4 | |
| 25 19 | 7,050 17 | 9,358 29 | 4 34 | 5 | |
| 7,316 78 | 63,294 23 | 178,960 43 | 2 45 | 6 | |
| 975 31 | 14,291 36 | 30,792 66 | 0 66 | 7 | |
| 277 50 | 3,611 37 | 10,066 33 | 1 86 | 8 | |
| 815 64 | 5,913 77 | 20,761 79 | 1 13 | 9 | |
| 5,873 50 | 27,452 58 | 189,440 48 | 1 52 | 10 | Returns up to Sept. 30, 1903, only then in C. P. Ry. |
| 126,464 35 | 369,396 16 | 1,337,688 60 | 1 01 | 11 | |
| 3,366 00 | 3,635 50 | 25,093 60 | 1 17 | 12 | |
| 5,112 42 | 29,061 89 | 115,490 03 | 0 68 | 13 | |
| 619,049 83 | 2,717,549 02 | 5,772,602 02 | 1 64 | 14 | |
| 126,471 89 | 772,021 40 | 2,120,772 43 | 1 25 | 15 | |
| 852,088 62 | 2,279,297 98 | 7,239,982 04 | 1 11 | 16 | |
| 16,974 81 | 99,419 77 | 335,695 44 | 1 08 | 17 | |
| 3,149,049 49 | 11,054,253 58 | 31,462,281 73 | 1 34 | 18 | |

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No. 7.—SUMMARY STATEMENT of Operating Expenses

| Number. | Name of Railway. | Mileage. | Maintenance of Way, Buildings, &c. | Cost of Motive Power. |
|---------|--------------------------------------------------------------------------------------------------------------|----------|------------------------------------------|--------------------------|
| | | | \$ cts. | \$ cts. |
| | Canadian Pacific—Leased lines— <i>Con.</i> | | | |
| | British Columbia Southern..... 200 40 | | | |
| | Vancouver and Lulu Island..... 16 90 | | | |
| 19 | Cape Breton Railway..... | 31 00 | 4,254 31 | 3,752 25 |
| 20 | Caraguet..... | 68 00 | 11,203 06 | 13,762 44 |
| 21 | Carillon and Grenville..... | 13 00 | 1,419 25 | 1,721 00 |
| 22 | Central Ontario..... 125 00 | | | |
| | Marmora Ry. and Mining Co., formerly On- tario, Belmont and Northern..... 9 60 | 134 60 | 44,042 19 | 47,138 46 |
| 23 | Central Ry. of Nova Scotia, formerly Nova Scotia Central, now Halifax and South-western..... | | | |
| 24 | Crow's Nest Southern..... | 43 38 | 26,400 94 | 13,215 38 |
| 25 | Cumberland Railway and Coal Company..... | 32 00 | 36,472 02 | 30,930 69 |
| 26 | Dominion Atlantic, comprising— | | | |
| | Windsor and Annapolis..... 87 50 | | | |
| | Cornwallis Valley..... 14 00 | | | |
| | Yarmouth and Annapolis (Western Counties)..... 87 00 | 220 50 | 169,650 18 | 302,710 50 |
| | Windsor Branch, leased from Intercolonial..... 32 00 | | | |
| 27 | Edmonton, Yukon and Pacific..... | 4 50 | 5,254 10 | 5,021 90 |
| 28 | Elgin and Havelock..... | 28 00 | 5,727 69 | 2,838 24 |
| 29 | Esquimalt and Nanaimo..... | 78 00 | 57,751 60 | 39,918 94 |
| 30 | Fredericton and St. Mary's Railway Bridge Co..... | 1 33 | 1,380 08 | |
| 31 | Grand Trunk..... 880 35 | | | |
| | Wharf Branch, Montreal..... 3 44 | | | |
| | Great Western..... 561 80 | | | |
| | Brantford, Norfolk and Port Burwell..... 34 39 | | | |
| | Buffalo and Lake Huron..... 162 00 | | | |
| | Grand Trunk, Georgian Bay and Lake Erie..... 175 62 | | | |
| | Owen Sound Branch..... 12 42 | | | |
| | London, Huron & Bruce..... 68 00 | | | |
| | Waterloo Junction..... 10 25 | | | |
| | South Norfolk..... 17 00 | | | |
| | Wellington, Grey and Bruce..... 168 18 | | | |
| | Northern..... 172 10 | | | |
| | North Simcoe..... 23 00 | 3,143 60 | 3,369,260 64 | 6,811,947 75 |
| | Hamilton and North-western..... 172 00 | | | |
| | Northern and Pacific Junction..... 111 32 | | | |
| | Toronto Belt Line..... 12 79 | | | |
| | Midland..... 166 00 | | | |
| | Grand Junction..... 85 21 | | | |
| | Toronto and Nipissing..... 85 00 | | | |
| | Lake Simcoe Junction..... 26 00 | | | |
| | Victoria..... 53 00 | | | |
| | Whitby, Port Perry and Lindsay..... 46 00 | | | |
| | Jacques Cartier Union..... 6 50 | | | |
| | Montreal and Champlain Junction..... 61 73 | | | |
| | Beauharnois Junction..... 19 50 | | | |
| 32 | Great Northern Ry. of Canada, including Lower Laurentian, Montford and Gatineau Colonization Railway..... | 208 10 | 53,660 51 | 130,592 97 |
| 33 | Gulf Shore..... | 16 78 | 1,317 85 | 453 80 |
| 34 | Halifax and South-western, formerly Nova Scotia Southern..... | 96 00 | 24,830 50 | 21,640 18 |
| 35 | Halifax and Yarmouth..... | 50 20 | 9,067 15 | 10,603 30 |
| 36 | Hampton and St. Martins..... | 29 00 | 1,644 26 | 1,380 54 |
| 37 | Hereford..... | 53 30 | 29,999 29 | 28,949 84 |
| 38 | Inverness Ry. and Coal Co., formerly Inverness and Richmond..... | 61 00 | 22,973 29 | 34,872 36 |
| 39 | Irondale, Bancroft and Ottawa..... | 48 00 | 8,284 09 | 8,757 24 |
| 40 | Kaslo and Slocan..... | 31 80 | 23,227 20 | 6,520 75 |
| 41 | Kent Northern (St. Louis and Richibucto, not operated)..... | 27 00 | 6,625 00 | 4,174 20 |
| 42 | Kettle River Valley..... | 3 86 | 3,344 04 | 1,127 34 |
| 43 | Kingston and Pembroke..... | 112 85 | 40,084 23 | 49,595 41 |
| 44 | Lake Erie and Detroit River, including Erie and Huron..... 199 41 | 223 41 | 111,776 77 | 350,379 18 |
| | Leased lines—London and Port Stanley..... 24 00 | | | |

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for the Year ended June 30, 1904—Continued.

| Maintenance of Cars. | General and Operating Charges. | Total. | Cost of operating per train mile. | Number. | Remarks. |
|-------------------------|-----------------------------------------|---------------|--------------------------------------------|---------|--------------------------------------------------------------------------------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | | |
| 27 03 | 6,032 42 | 14,066 01 | 0 85 | 19 | |
| 801 73 | 17,005 52 | 42,772 75 | 0 56 | 20 | |
| 350 00 | 356 06 | 3,846 31 | 0 52 | 21 | |
| 7,386 54 | 35,229 10 | 133,796 29 | 1 03 | 22 | |
| 5,044 53 | 12,546 48 | 57,237 33 | 3 11 | 23 | Now Halifax and South-western. |
| 8,637 16 | 25,221 83 | 101,261 70 | 1 41 | 24 | |
| 24,552 79 | 308,172 82 | 805,086 29 | 1 42 | 26 | |
| 31 96 | 7,362 10 | 17,670 06 | 2 58 | 27 | |
| 1,059 01 | 2,700 41 | 12,325 35 | 0 82 | 28 | |
| 11,836 73 | 112,878 40 | 222,384 67 | 0 78 | 29 | |
| ..... | 51 45 | 1,431 53 | ..... | 30 | Taken from 1903 return. No return received this year until too late for publication. |
| 1,587,549 02 | 5,945,500 92 | 17,714,258 33 | 1 04 | 31 | |
| 22,675 36 | 129,056 10 | 335,984 94 | 1 29 | 32 | |
| ..... | 1,100 00 | 2,871 65 | 0 54 | 33 | |
| 3,835 61 | 16,564 01 | 66,870 30 | 1 14 | 34 | |
| 1,685 38 | 8,998 28 | 30,354 11 | 0 63 | 35 | |
| 84 57 | 1,107 88 | 4,217 25 | 0 38 | 36 | Taken from 1903 report. No return received this year. |
| 3,778 04 | 22,866 56 | 85,593 73 | 1 30 | 37 | |
| 8,334 60 | 31,636 95 | 97,817 20 | 1 12 | 38 | |
| 781 59 | 7,309 15 | 25,132 07 | 0 76 | 39 | |
| 1,267 37 | 12,148 49 | 43,163 81 | 2 13 | 40 | |
| 65 00 | 2,700 70 | 13,564 90 | 0 75 | 41 | |
| 103 37 | 1,151 28 | 5,726 03 | 2 30 | 42 | |
| 5,670 51 | 54,160 76 | 149,510 91 | 0 91 | 43 | |
| 46,877 07 | 331,194 27 | 840,227 29 | 1 05 | 44 | |

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No. 7.—SUMMARY STATEMENT of Operating Expenses

| Number. | Name of Railway. | Mileage. | Maintenance of Way, Buildings, &c. | Cost of Motive Power. |
|---------|------------------------------------------------------------------------------------------------------------|-----------|------------------------------------------|--------------------------|
| | | | \$ cts. | \$ cts. |
| 45 | Lenora Mount Sicker | 11 50 | 6,887 10 | 11,326 85 |
| 46 | Liverpool and Milton | 5 00 | 957 60 | 2,720 45 |
| 47 | Lotbinière and Mégantic | 30 34 | 6,096 70 | 6,481 31 |
| 48 | Manitoulin and North Shore | 16 00 | 3,349 93 | 9,243 11 |
| 49 | Massawippi Valley | 35 46 | 23,587 54 | 50,479 34 |
| 50 | Midland of Nova Scotia | 57 87 | 12,369 58 | 19,499 03 |
| 51 | Montreal and Atlantic, formerly South Eastern. 103 00 Lake Champlain and St. Lawrence Junction. 60 50 | 163 50 | 138,971 86 | 156,415 89 |
| 52 | Montreal and Province Line, formerly Montreal, Portland and Boston | 58 60 | 28,083 46 | 22,167 67 |
| 53 | Montreal and Vermont Junction | 23 60 | 16,208 36 | 39,906 63 |
| 54 | Morrissey, Fernie and Michel, B.C. | 4 73 | 8,880 64 | 7,794 74 |
| 55 | New Westminster Southern | 24 10 | 12,131 50 | 9,394 14 |
| 56 | Nelson and Fort Sheppard | 55 42 | 50,724 15 | 16,770 06 |
| 57 | New Brunswick Coal and Ry. Co. (formerly Central of N.B.) | 44 66 | 864 03 | 5,614 85 |
| 58 | New Brunswick and Prince Edward Island | 37 50 | 6,895 89 | 5,909 80 |
| 59 | Nosbonsing and Nipissing | 5 50 | 14,065 28 | 3,076 70 |
| 60 | New Brunswick Southern (formerly Shore line) | 82 50 | 12,478 05 | 13,694 79 |
| 61 | Nova Scotia Steel and Coal Co.'s Ry | 12 50 | 4,949 71 | 8,481 18 |
| 62 | Orford Mountain | 26 50 | 9,235 01 | 8,257 14 |
| 63 | Ottawa, Northern and Western, including Pontiac Pacific Junction Ry. and Interprovincial Bridge. 158 70 | 158 70 | 35,904 41 | 12,477 01 |
| 64 | Ottawa and New York | 56 79 | 22,222 86 | 30,950 76 |
| 65 | Phillipsburg Ry. and Quarry Co.'s Ry. | 7 50 | 1,796 95 | 263 95 |
| 66 | Qu'Appelle, Long Lake and Saskatchewan | 253 98 | 222,880 68 | 120,362 27 |
| 67 | Quebec Central | 213 50 | 123,498 29 | 181,669 86 |
| 68 | Quebec and Lake St. John | 240 00 | 72,208 28 | 122,706 08 |
| 69 | Quebec Ry. Light and Power Co. (formerly Quebec, Mont- morency and Charlevoix | 30 00 | 4,923 47 | 13,117 62 |
| 70 | Quebec Southern, comprising United Counties, East Richelieu Valley and South Shore Rys. | 143 50 | 43,536 26 | 69,676 43 |
| 71 | Red Mountain | 9 59 | 12,358 06 | 19,062 69 |
| 72 | Rutland and Noyan | 3 39 | 11,190 05 | 10,046 32 |
| 73 | Salisbury and Harvey | 45 00 | 780 00 | 1,833 23 |
| 74 | Schomberg and Aurora | 15 00 | 14,830 65 | 17,678 94 |
| 75 | Stanstead, Shefford and Chambly | 43 00 | 6,506 48 | 96,536 51 |
| 76 | St. Clair Tunnel, yard and approaches | 2 25 | 37,995 69 | 50,692 95 |
| 77 | St. Lawrence and Adirondack | 32 82 | 6,490 44 | 3,934 02 |
| 78 | St. Mary's River | 47 00 | 52,614 32 | 155,360 07 |
| 79 | Sydney and Louisburg (Dominion Coal Co.) | 48 67 | 45,114 50 | 38,436 84 |
| 80 | Témiscouata | 113 00 | 6,555 61 | 12,151 74 |
| 81 | Tilsonburg, Lake Erie and Pacific | 35 33 | 3,634 24 | 8,233 67 |
| 82 | Thousand Islands | 6 33 | 76,525 26 | 136,459 77 |
| 83 | Toronto, Hamilton and Buffalo | 87 78 | 4,692 70 | 3,832 15 |
| 84 | Vancouver, Victoria and Eastern Ry. and Navigation Co. | 16 50 | 10,135 53 | 7,718 74 |
| 85 | Victoria and Sidney, B.C. | 16 26 | 5,320 30 | 9,491 70 |
| 86 | Victoria Terminal Ry. and Ferry Co. | 18 40 | 5,052 35 | 12,744 58 |
| 87 | Wellington Colliery Co., B.C. | 10 75 | 766 00 | 1,355 00 |
| 88 | York and Carleton | 5 75 | | |
| | Totals. | 19,430 99 | 15,569,060 66 | 25,879,359 36 |

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for the Year ended June 30, 1904—*Concluded.*

| Maintenance of Cars. | General and Operating Charges. | Total. | Cost of operating per train mile. | Number. | Remarks. |
|-------------------------|-----------------------------------------|---------------|--------------------------------------------|---------|---------------------------------------------------------------------------------------------|
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | | |
| 1,015 25 | 8,718 26 | 27,947 46 | ..... | 45 | Taken from 1903 report. No return received this year. |
| 817 51 | 1,483 76 | 5,979 32 | 0 72 | 46 | |
| 364 66 | 4,965 22 | 17,907 79 | 0 89 | 47 | |
| 2,420 67 | 5,300 48 | 20,314 19 | 1 79 | 48 | |
| 9,564 30 | 37,751 19 | 121,382 37 | 0 73 | 49 | |
| 2,986 44 | 15,308 14 | 50,163 19 | 0 46 | 50 | |
| 24,520 72 | 146,403 57 | 466,312 04 | 1 25 | 51 | |
| 9,319 48 | 20,966 99 | 80,537 60 | 1 01 | 52 | |
| 25,503 90 | 36,051 00 | 117,669 89 | 0 82 | 53 | |
| 115 53 | 4,787 18 | 21,578 09 | 1 22 | 54 | |
| 859 37 | 16,464 54 | 38,849 55 | 1 52 | 55 | |
| 1,894 17 | 27,623 03 | 97,011 41 | 2 21 | 56 | |
| 115 54 | 2,326 34 | 8,920 76 | ..... | 57 | Taken from 1903 report. No return received this year, until too late for compilation. |
| 378 12 | 4,587 80 | 17,771 61 | 0 48 | 58 | |
| 3,516 32 | 23,295 62 | 43,953 92 | 2 86 | 59 | |
| 2,078 81 | 14,414 76 | 42,666 41 | 0 76 | 60 | |
| 200 00 | 4,276 92 | 17,907 81 | 1 19 | 61 | |
| 232 52 | 5,908 67 | 23,633 34 | 0 67 | 62 | |
| 4,383 81 | 15,106 26 | 67,871 49 | 1 12 | 63 | Returns up to Oct. 31, 1903, only ; C.P.R. then leased the line. |
| 4,312 16 | 42,018 20 | 99,503 98 | 0 92 | 64 | |
| ..... | 916 98 | 2,977 88 | 4 10 | 65 | |
| 13,418 21 | 102,571 72 | 459,232 88 | 2 00 | 66 | |
| 30,854 56 | 174,752 01 | 510,774 72 | 0 82 | 67 | |
| 16,290 73 | 115,357 38 | 326,562 47 | 0 90 | 68 | |
| 3,235 20 | 12,507 59 | 33,783 88 | 0 85 | 69 | |
| 7,713 67 | 64,904 66 | 185,831 02 | ..... | 70 | Return taken from 1903 report. No return received this year. |
| 1,515 63 | 17,165 55 | 50,101 98 | 3 02 | 71 | |
| ..... | ..... | ..... | ..... | 72 | Operated by Rutland Ry. Co., U.S. |
| 1,555 87 | 4,810 39 | 27,602 63 | 1 11 | 73 | |
| 46 86 | 488 62 | 3,148 71 | 0 31 | 74 | |
| 5,619 37 | 16,552 70 | 54,681 66 | 0 77 | 75 | |
| 996 73 | 31,010 00 | 135,049 72 | ..... | 76 | |
| 1,814 49 | 40,351 16 | 130,854 29 | 0 75 | 77 | |
| 616 09 | 8,666 82 | 19,707 37 | 0 52 | 78 | |
| 64,353 88 | 116,305 59 | 388,633 86 | 1 88 | 79 | |
| 9,465 70 | 25,822 86 | 118,839 90 | 0 76 | 80 | |
| 1,169 60 | 12,456 87 | 32,333 82 | 0 58 | 81 | |
| 414 91 | 12,631 72 | 24,914 54 | 0 69 | 82 | |
| 14,861 17 | 221,414 58 | 449,260 78 | 1 30 | 83 | |
| 530 71 | 5,375 20 | 14,430 76 | 1 07 | 84 | |
| 1,448 60 | 9,903 36 | 29,206 23 | 1 10 | 85 | |
| 229 20 | 9,905 80 | 24,947 00 | 0 94 | 86 | |
| 3,394 47 | | 21,191 40 | 0 99 | 87 | |
| 10 00 | 757 00 | 2,888 00 | 4 12 | 88 | |
| 6,960,676 98 | 26,154,064 73 | 74,563,161 73 | | | |

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No. 8.—SUMMARY of Accidents

| Number. | Name of Railway. | Mileage. | Passengers, Employees or Others. | Fell from Cars or Engines. | | Jumping on or off Trains or Engines when in motion. | | At work on or near Track making up Trains. | |
|--------------------------------|-------------------------------------------|----------|----------------------------------------|----------------------------------|----------|--------------------------------------------------------------------|----------|-----------------------------------------------------------|----------|
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1 | Atlantic & Lake Superior | 100·00 | Employees..... | | | | | | 1 |
| 2 | Algoma Central & Hudson Bay | 91·75 | { Employees .. | 1 | | | 1 | | |
| | | | { Others | | | | | | |
| 3 | Bay of Quinté | 93·37 | { Employees .. | | | | | | |
| | | | { Others | | | | | | |
| 4 | British Yukon | 90·32 | Employees..... | | | | | | |
| 5 | Brockville Westport & North-western | 45·00 | Others..... | | | | | | |
| 6 | Canada Atlantic..... | 458·60 | { Passengers .. | | 2 | 1 | 6 | | |
| | | | { Employees .. | | 1 | | | | |
| | | | { Others | | | | | | |
| 7 | Canada Southern..... | 382·19 | { Passengers .. | | 1 | | 2 | | |
| | | | { Employees .. | 5 | 9 | 1 | 2 | | 11 |
| | | | { Others | | | | 2 | | 1 |
| 8 | Canadian Northern | 1353·30 | { Passengers .. | | | | | | |
| | | | { Employees .. | | 1 | 1 | 4 | | |
| | | | { Others | | | | | | |
| Canadian Government Railways : | | | | | | | | | |
| 9 | Intercolonial..... | 1310·26 | { Passengers .. | | 2 | 1 | 7 | | |
| | | | { Employees .. | 2 | 6 | | 8 | 1 | 23 |
| | | | { Others | | | 1 | 3 | | |
| 10 | Prince Edward Island..... | 209·00 | Employees..... | | 2 | | | | |
| | | | { Passengers .. | 2 | 2 | 1 | 10 | | |
| 11 | Canadian Pacific..... | 8062·00 | { Employees .. | 18 | 21 | 3 | 16 | | |
| | | | { Others | 3 | 3 | 5 | 5 | | |
| | | | { Passengers .. | | 1 | | | | |
| 12 | Crow's Nest Southern | 43·38 | { Employees .. | | | | | | |
| | | | { Others | | | | | | |
| 13 | Dominion Atlantic..... | 220·50 | { Passengers .. | 1 | | | | | |
| | | | { Employees .. | | | | | | 1 |
| | | | { Others | | | | | | |
| 14 | Esquimalt & Nanaimo | 78·00 | Passengers..... | | | | 1 | | |
| | | | Others..... | | | | | | |
| 15 | Grand Trunk..... | 3,143·60 | { Passengers .. | 2 | 7 | 4 | 27 | | |
| | | | { Employees .. | 7 | 79 | 2 | 45 | | 4 |
| | | | { Others | 5 | 10 | 1 | 19 | | |
| 16 | Great Northern of Canada..... | 208·10 | { Employees .. | | 2 | | 1 | | 4 |
| | | | { Others | | | | 1 | | |
| 17 | Hereford | 53·30 | Employees..... | | | | | | |
| 18 | Inverness Railway & Coal Co. | 61·00 | Employees..... | | 2 | | | | |
| 19 | Kettle River Valley | 3·86 | Employees..... | | | | 1 | | |
| 20 | Kingston & Pembroke..... | 112·85 | { Passengers .. | | | | 1 | | |
| | | | { Others | | | | | | |
| | | | { Passengers .. | | 1 | | 3 | | |
| 21 | Lake Erie & Detroit River | 223·41 | { Employees .. | | 2 | | | 1 | 3 |
| | | | { Others | | | | | | |
| 22 | Massawippi Valley..... | 35·46 | { Passengers .. | | | | | | |
| | | | { Employees .. | | | | | | 1 |
| 23 | Midland of Nova Scotia. | 57·87 | Employees..... | | | | | | |
| 24 | Montreal & Atlantic | † | Employees..... | | | | | | |
| 25 | Montreal & Vermont | 23·60 | Employees..... | | | | | | |
| 26 | New Westminster Southern..... | 24·10 | Others..... | | | | | | |
| | | | { Passengers .. | | | | | | |
| 27 | Nelson & Fort Sheppard. | 55·42 | { Employees .. | 1 | 1 | | | | |
| | | | { Others | | | | | | |
| 28 | Ottawa & New York | 56·79 | Others..... | | | | | | |
| 29 | Quebec & Lake St. John | 240·00 | Employees..... | | 2 | | 2 | | 1 |
| 30 | Qu'Appelle, Long Lake & Saskatchewan.... | 253·96 | { Employees .. | | 1 | | | | |
| | | | { Others | | | | | | |

* In station yard. † Included in C. P. Ry.

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for the Year ended June 30, 1904.

| Putting Arms or Heads out of Windows. | | Coupling Cars. | | Collisions, or by Trains thrown from Track. | | Struck by Engine or Cars at Highway Crossing. | | Walking, standing, lying or being on Track. | | Ex-plosions. | | Striking Bridges. | | Other Causes. | | Totals. | | Number. |
|---------------------------------------|----------|----------------|----------|---------------------------------------------|----------|-----------------------------------------------|----------|---------------------------------------------|----------|--------------|----------|-------------------|----------|---------------|----------|---------|----------|---------|
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| | | | | | | | | | | | | | | | 1 | 1 | 2 | 1 |
| | | | | | | | | | | | | | | | 1 | 1 | 1 | 2 |
| | | | | | | | | 1 | | | 1 | | | | | | 1 | 3 |
| | | | | | | | | 1 | | | | | | | 1 | | 1 | 4 |
| | | | | | | | 3 | | | | | | | | 1 | 1 | 11 | 5 |
| | | | 4 | | 4 | | | | 2 | | | | | | 13 | 4 | 24 | 6 |
| | | | | | | | | 4 | 7 | | | | | | | | 7 | |
| | | | 5 | | | 1 | 4 | | | | | 1 | | 7 | | 7 | 39 | 7 |
| | | | | 1 | 1 | 3 | 5 | 1 | | | | | | 4 | 5 | 13 | 1 | |
| | | | 1 | | 5 | | | | 1 | | | | | 1 | 9 | 3 | 21 | 8 |
| | | | | 1 | | | | 1 | 2 | | | | | 2 | | 2 | 2 | |
| | | | | | | | | | | | | | | | | | | |
| | | | | 1 | 30 | | | | | | | | | | 1 | 2 | 40 | |
| | | | 23 | 4 | 12 | | | 1 | | | | | | 13 | 8 | 85 | | 9 |
| | | | | | 2 | 3 | 4 | 12 | 6 | | | | | 2 | 18 | 17 | | |
| | | | 2 | | | | | | | | | | | 13 | | 17 | | 10 |
| | | | 7 | 28 | | | | 2 | | | | | | 4 | | 12 | 44 | |
| | | 4 | 33 | 24 | 31 | | | 18 | 23 | | | 1 | 4 | 39 | | 86 | 167 | 11 |
| | | | | 5 | 3 | 11 | 2 | 46 | 23 | | | | | 8 | 1 | 78 | 37 | |
| | | | | | | | | | | | | | | | | | 1 | |
| | | | | 1 | 39 | | | | | | | | | | 2 | 1 | 41 | 12 |
| | | | | | | | | 1 | | | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | 1 | | |
| | | | | | 2 | | | | | | | | | | | | 3 | 13 |
| | | | | | | 1 | | | | | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | | | | 5 | 14 |
| | | | | | | | 1 | | 4 | | | | | | | | | |
| | 1 | 4 | 78 | 26 | 63 | | 2 | 3 | 31 | | 4 | 1 | 10 | 7 | 18 | 9 | 115 | 15 |
| | | | 3 | 2 | 69 | | 41 | 32 | 47 | | | | | 116 | 68 | 439 | | |
| | 1 | | 6 | | 8 | 16 | | | | | | | | 38 | 60 | 166 | | |
| | | | | | | | | 1 | | | | | | 1 | | 15 | 15 | 16 |
| | | | 1 | | | | | | | | | | | | | 1 | 1 | |
| | | | | | | | | | | | | | | | | | 1 | 17 |
| | | | 1 | | | | | | | | | | | | | | 5 | 18 |
| | | | | | | | | | | | | | | | | | 1 | 19 |
| | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | 1 | | | | | | | | 1 | 20 |
| | | | | | 6 | | | | | | | | | | | | 10 | |
| | | | | 2 | | | | 1 | | | | | | | 3 | 4 | 8 | 21 |
| | | | | | | 1 | 2 | | 3 | | | | | | | 1 | 5 | |
| | | | | | 2 | | | | | | | | | | | | 2 | 22 |
| | | | | 3 | 1 | | | | | | | | | | | 3 | 2 | |
| | | | | | 1 | | | | | | | | | | | | 1 | 23 |
| | | | | | | | | | | | | | | | | | | 24 |
| | | 1 | | | | | | | 1 | | | | | 2 | | 1 | 2 | 25 |
| | | | | | 1 | | | | | | | | | | | | 1 | 26 |
| | | | | | | | | | | | | | | | | | 1 | |
| | | | | | | | | | | | | | | 6 | | 7 | 1 | 27 |
| | | | | | | | | | | | | | | 1 | | 1 | | |
| | | | 3 | | | | | 1 | | | | | | | | 1 | 14 | 28 |
| | | | | | | | | | | | | | | | | | 1 | 29 |
| | | | | | | 1 | 1 | | | | | | | | | | 1 | 30 |

4-5 EDWARD VII., A. 1905

No. 8.—SUMMARY of Accidents for the

| Number. | Name of Railway. | Mileage. | Passengers, Employees or Others. | Fell from Cars or Engines. | | Jumping on or off Trains or Engines when in motion. | | At work on or near Track making up Trains. | |
|---------|-------------------------------------------------------------------|----------|----------------------------------------|----------------------------------|----------|--------------------------------------------------------------------|----------|-----------------------------------------------------------|----------|
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 31 | Quebec Central.. | 213·50 | Others..... | .. | .. | .. | .. | .. | .. |
| 32 | Quebec Railway, Light & Power Co. (Mont- morency Division..... | 30·00 | Employees..... | .. | 1 | .. | .. | .. | .. |
| 33 | Red Mountain..... | 9·59 | Employees..... | .. | 1 | .. | .. | .. | .. |
| 34 | Stanstead Shefford & Chambly..... | 43·00 | Employees..... | .. | .. | .. | .. | .. | .. |
| 35 | St. Lawrence & Adirondack..... | 32·82 | Employees..... | .. | .. | .. | .. | .. | .. |
| 36 | Sydney & Louisbourg (Dominion Coal Co.).. | 48·67 | { Employees..... | .. | .. | 2 | 1 | .. | .. |
| 37 | Thousand Islands..... | 6·33 | { Others..... | .. | .. | .. | .. | .. | .. |
| 38 | Toronto, Hamilton & Buffalo..... | 87·78 | { Employees..... | .. | .. | 2 | .. | .. | .. |
| 39 | Vancouver, Victoria & Eastern..... | 16·50 | { Employees..... | .. | .. | .. | .. | .. | .. |
| 40 | Victoria & Sydney, B.C..... | 16·26 | { Passengers..... | .. | 1 | .. | .. | .. | .. |
| 41 | Victoria Terminal Ry. & Ferry Co..... | 18·40 | { Employees..... | .. | .. | .. | .. | .. | .. |
| | | | | 47 | 161 | 21 | 171 | 3 | 50 |

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Year ended June 30, 1904—*Concluded.*

| Putting Arms or Heads out of Windows. | | Coupling Cars. | | Collisions, or by Trains thrown from Track. | | Struck by Engine or Cars at Highway Crossing. | | Walking, standing, lying or being on Track. | | Ex-plosions. | | Striking Bridges. | | Other Causes. | | Totals. | | Number. |
|---------------------------------------|----------|----------------|----------|---------------------------------------------|----------|-----------------------------------------------|----------|---------------------------------------------|----------|--------------|----------|-------------------|----------|---------------|----------|---------|----------|---------|
| Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | |
| | | | | | | | | 1 | | | | | | | | 1 | | 31 |
| | 1 | | | | | | | 1 | | | | | | 1 | | | 1 | 32 |
| | | | | | | | | | | | | | | 2 | | | 3 | 33 |
| | | | | | | | | | | | | | | 1 | | | 2 | 34 |
| | | | | | | | | | | | | | | 1 | | | 1 | 35 |
| | | 1 | 2 | | | | | 1 | 1 | | | | | 1 | | 2 | 5 | 36 |
| | | | | | | | | | | | | | | | | 1 | 1 | 37 |
| | | 1 | 2 | | | | | | | | | | | | | 1 | 2 | 38 |
| | | | | | | | | | | | | | | | | | 1 | 39 |
| | | | | | | | | 1 | | | | | | 1 | | | 1 | 40 |
| | | | 2 | | | | | | | | | | | | | | 3 | 41 |
| | | | | 1 | | | | | | | | | | | | | 1 | 42 |
| 3 | 11 | 167 | 77 | 309 | 37 | 65 | 149 | 154 | | 5 | 2 | 15 | 48 | 306 | 396 | 1,405 | | |

4-5 EDWARD VII., A. 1905

No. 9.—STATISTICS of Lines of Railway owned by Coal and

| Name of Company. | Location. | Length of Line. | Gauge. | Length of Road laid with Steel Rails. | Length of Road laid with Iron Rails. | Weight of Steel Rails per yard. |
|-------------------------------------------|--------------------------------------------------|-----------------|--------|---------------------------------------|--------------------------------------|---------------------------------|
| | | Miles. | | Miles. | Miles. | Lbs |
| Acadia Coal Co., Ltd., N.S. | Thorburn to N. Glasgow | 6.00 | | | | |
| " | Branch, main line to Brickworks | 0.50 | | | | |
| " | Branch, I. C. Ry. to Lourdes Junction | 1.50 | 10 25 | 4.8½ | 9.50 | 75 |
| " | Branch, Lourdes Junction to Colliery | 1.50 | | | | |
| " | Branch, Lourdes Junction to New Glasgow | 0.75 | | | | |
| Intercolonial Coal Mining Co., Ltd., N.S. | Drummond Colliery to Abercrombie Pier | *10.00 | 4.8½ | 10.50 | | 56 |
| " | Branch, Drummond Colliery to Drummond Siding | †0.50 | | | | |
| Londonderry Iron Co., N.S. | M.P.F. Co.'s tank to I.C.R. Station, Londonderry | 2.46 | 4.8½ | | | |
| " | Sidings around works | 2.71 | 4.8½ | | | |
| " | Branch, Cumberland to Old Mountain | 3.83 | 3.0 | | 13.83 | 56 & 35 |
| " | Branch, Old Mountain to Scale House | 1.00 | 3.0 | | | |
| " | Branch, Station, East Mines to works, East Mines | 3.83 | 4.8½ | | | |
| N. S. Steel & Coal Co., Ltd., N.S. | Sydney Mines to North Sydney | 5.00 | 4.8½ | | | |
| " | Branch, No. 1 Colliery to No. 3 Colliery | 3.00 | 4.8½ | | 28.00 | 56 & 80 |
| " | Branch, Sidings | 20.00 | 4.8½ | | | |
| Sydney & Louisbourg, N.S. | Sydney to Louisbourg | 39.30 | 4.8½ | | | |
| " | Branch, Dominion No. 1 to Reserve Mine | 2.30 | 4.8½ | | | |
| " | Branch, main line to International Mine | 0.25 | 4.8½ | | | |
| " | Branch, main line to Bore Hole | 0.04 | 4.8½ | | | |
| " | Branch, main line to Caledonia Mine | 1.20 | 4.8½ | | | |
| " | Branch, main line to Hub Mine | 0.93 | 4.8½ | | | |
| " | Branch, main line to Gowrie Colliery | 0.38 | 4.8½ | | 47.42 | 56 & 80 |
| " | Branch, main line to Glace Bay Wharf | 1.00 | 4.8½ | | | |
| " | Branch, main line to Wash Plant | 0.54 | 4.8½ | | | |
| " | Branch, main line to Mira Quarry | 0.25 | 4.8½ | | | |
| " | Branch, main line to Sydney Coal Yard | 1.23 | 4.8½ | | | |
| † Wellington Colliery Co., Ltd. | No. 3 Slope Extension to Fiddick's Junction | 5.50 | 4.8½ | | | |
| " | Branch, E. & N. Ry., Lady-smith to wharfs | 1.00 | 4.8½ | | 15.75 | 50, 56 & 60 |
| " | Branches, No. 5 and 7 shafts to slopes 7 and 8 | 9.25 | 4.8½ | | | |
| Western Fuel Co. | Wharf to No. 5 shaft | 4.00 | 4.8½ | | | |
| " | Branch, Chase River to Harewood Mine | 4.75 | 4.8½ | | 8.75 | 56 |
| | | 134.50 | | 133.75 | 75 | |

* Connecting Drummond Colliery with Coal Shipping Pier, Pictou Harbour.
 † Connecting mines
 Railway Statistics. " Under construction 6½ miles. From Steam Railway Return.

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Iron Mining Companies for the Year ended June 30, 1904.

| Weight of Iron Rails per yard. | No. of Junctions with other Railways. | No. of Crossings of other Railways at rail level. | No. of Crossings of Highways. | No. of Over head Bridges. | Height, clear head- way, of overhead bridges above rail level. | No. of Locomotive Engines. | No. of Wagons. | Total Mileage Worked | No. of Tons of Coal Carried. | No. of Tons of Iron Ore Carried. | No. of Tons of Iron Carried. | No. of Tons of other Freight Carried. | Total No. of Tons of Freight Carried. |
|-----------------------------------|------------------------------------------|---------------------------------------------------------|----------------------------------|------------------------------|-------------------------------------------------------------------------|-------------------------------|----------------|----------------------------|---------------------------------------|-------------------------------------|---------------------------------|------------------------------------------|---------------------------------------------------|
| Lbs. | | | | | Ft. | | | | | | | | |
| 56 | 3 | ... | 4 | 2 | 14'10"20'6" | 4 | 17 | 10'25" | 343,748 | ... | ... | 2,460 | 346,208 |
| ... | 1 | 1 | 8 | ... | ... | 2 | 160 | 10'50" | 240,218 | ... | ... | 8,869 | 249,087 |
| ... | 1 | ... | 5 | ... | ... | 5 | 52 | 13'83" | 39,000 | 38,000 | 13,000 | 210,000 | 300,000 |
| ... | 1 | ... | 6 | ... | ... | 8 | 300 | 28'00" | 319,666 | ... | ... | 58,139 | 377,805 |
| ... | 1 | 2 | 30 | 2 | 18' | 21 | 1361 | 47'42" | \$2,958,677 | ... | ... | ‡137,258 | 3,095,935 |
| ... | 1 | ... | 4 | 1 | 16'9" | 6 | 250 | 15'75" | 372,811 | ... | ... | 2,571 | 328,458 |
| ... | ... | ... | 2 | 1 | 14'0" | 6 | 274 | 8'75" | 327,958 | ... | ... | 500 | 375,382 |
| ... | 8 | 3 | 59 | 6 | ... | 54 | 2414 | 134'50" | 4,602,078 | 38,000 | 13,000 | 419,797 | 5,072,875 |

with Intercolonial Railway, Westville. ‡ Includes pig iron, ore, sand and gravel. § Included in Steam

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No. 10.—LINES of Railway owned by Coal and Iron Mining Companies—Summary of Accidents for the Year ended June 30, 1904.

| Name of Company. | Mileage. | Passengers, Employees or Others. | Fell from Cars— Killed. | Jumping on or off Cars when in motion. | | Coupling Cars. | | Collisions, or Cars thrown from Track—Killed. | Struck by Cars on Highway Crossings. | | Walking, standing, lying or being on Track. | | Other causes —Killed. | Totals. | |
|-------------------------------------|----------|----------------------------------------|-------------------------------|----------------------------------------------|----------|----------------|----------|-----------------------------------------------------|--------------------------------------------|----------|------------------------------------------------------|----------|--------------------------|---------|----------|
| | | | | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. | Killed. | Injured. | | Killed. | Injured. |
| Acadia Coal Co | 10.25 | Employees .. | | | | | | | | | | | | | |
| Intercolonial Coal Mining Co. | 10.50 | Employees .. | | | | | | | | | | | 1 | 1 | 1 |
| Nova Scotia Steel & Coal Co. | | Employees .. | | | | | | | | | | | | | |
| Ltd. (Sydney Mines) | 28.00 | Employees .. | | | | | | | | | | | | | 1 |
| Wellington Colliery Co., Ltd., B.C. | 15.75 | Employees .. | | | 1 | | | | | | 1 | | | 1 | 1 |
| Western Fuel Co. | 8.75 | Employees .. | 1 | | | | | | | | | | | 1 | |
| Totals | | | 1 | | 1 | | 2 | | | | 1 | | 1 | 3 | 3 |

SESSIONAL PAPER No. 20

No. 11.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments, up to the year ended June 30, 1904.

| Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|----------------------------------------------------------------------------------------------|-------------|---------|-----------------|---------|----------------------------------|---------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| DOMINION GOVERNMENT. | | | | | | |
| Albert (now Salisbury and Harvey)..... | * 29,391 01 | | | | | |
| Algoma Central and Hudson Bay..... | | | A 720,000 00 | | | |
| Albert Southern..... | | | 50,460 00 | | | |
| Atlantic and North-west in Canada | | | a 1,422,000 00 | | | |
| Basin des Chaleurs (now in Atlantic and Lake Superior) | | | A 724,153 98 | | | |
| Belleville and North Hastings—Grand Junction (now in Grand Trunk) | | | 21,888 00 | | | |
| Beauharnois Junction..... | | | 62,400 00 | | | |
| Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo) | | | 57,600 00 | | | |
| Brockville, Westport and Sault Ste. Marie..... | | | 105,200 00 | | | |
| Bruce Mines and Algoma..... | | | A 28,800 00 | | | |
| Buctouche and Moncton..... | | | 101,600 00 | | | |
| Canada Atlantic..... | | | 282,355 20 | | | |
| Canada Central..... | | | 1,525,250 00 | | | |
| Canada Eastern (formerly Northern and Western of New Brunswick) | | | b 374,839 84 | | | |
| Canadian Pacific..... | | | c 56,994,112 89 | | | |
| " Crow's Nest Pass..... | | | 3,630,000 00 | | | |
| Cap de la Madeleine..... | | | 7,424 00 | | | |
| Cape Breton..... | | | A 192,000 00 | | | |
| Caracquet..... | | | 224,000 00 | | | |
| Central of New Brunswick (now New Brunswick Coal and Ry.) | | | A 190,400 00 | | | |
| Central of Nova Scotia (formerly Nova Scotia Central, now in Halifax and South Western)..... | | | | | | |
| Central Ontario..... | | | 739,200 00 | | | |
| Chateauguay and Northern..... | | | A 67,200 00 | | | |
| Coast Railway of Nova Scotia (now Halifax and Yarmouth) | | | 191,595 00 | | | |
| Cobourg, Northumberland and Pacific..... | | | A 195,200 00 | | | |
| Columbia and Kootenay..... | | | A Lapsed. | | | |
| Cornwallis Valley (now in Dominion Atlantic) | | | 88,800 00 | | | |
| Cumberland Railway and Coal Company..... | | | 44,800 00 | | | |
| Drummond County (now in Intercolonial system) | | | 39,850 00 | | | |
| Dominion Line Company (now in Hereford Ry.) | | | A 423,936 00 | | | |
| East Richelieu Valley (now part of Quebec Southern) | | | 15,960 00 | | | |
| | | | A 469,952 00 | | | |

* Including \$14,665.45 used iron rails. † Including \$83,612.54 rails to St. Martin's and Upham Ry. a Payable in half-yearly instalments of \$35,550 each for 20 years, commencing July 1, 1889, and also \$1,732,500 as bonus in addition on the portion of this railway through the state of Maine. b Including \$24,439.84 rails to Chatham Branch. c Including cost of railway lines built by Dominion Government, and transferred to Canadian Pacific Railway Company, \$31,145,738.54. † East Richelieu Valley, balance of \$6,848, has lapsed.

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No. 11.—STATEMENT of Aid Granted to Railways by Governments—Continued.

| Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscrip- tion to Shares or Bonds. | Total. |
|-----------------------------------------------------------------------|---------------|---------|---------------|---------|------------------------------------------|---------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| DOMINION GOVERNMENT—Continued. | | | | | | |
| Edmonton, Yukon and Pacific..... | | | 160,000 00 | | | |
| Elgin and Havelock..... | | | 82,652 82 | | | |
| Erie and Huron (now in Lake Erie and Detroit River Ry.)..... | | | 96,000 00 | | | |
| Esquimalt and Nanaimo..... | | | 750,000 00 | | | |
| Fredericton and St. Mary's Railway and Bridge Company..... | 300,000 00 | | 30,000 00 | | | |
| Grand Trunk..... | 15,142,633 33 | | | | | |
| Victoria Jubilee Bridge of Grand Trunk Ry..... | | | 500,000 00 | | | |
| Grand Trunk, Georgian Bay and Lake Erie, Owen Sound Branch..... | | | 39,744 00 | | | |
| Great Eastern (in Atlantic and Lake Superior)..... | | | 40,345 00 | | | |
| Great Northern (exclusive of Ottawa Valley Section)..... | | | 536,158 31 | | | |
| Guelph Junction..... | | | 46,000 00 | | | |
| Gulf Shore..... | | | 53,699 20 | | | |
| Hampton and St. Martin (formerly St. Martin and Upham)..... | | | 83,612 54 | | | |
| Harvey Branch..... | | | 5,553 57 | | | |
| Hereford..... | | | 155,200 00 | | | |
| Indian River..... | | | 60,800 00 | | | |
| Intercolonial..... | | | 72,742,183 75 | | | |
| Interprovincial Bridge—Ottawa, now in Ottawa, Northern & Western..... | | | 212,500 00 | | | |
| International (Atlantic and North-west) C.P.R..... | | | 156,800 00 | | | |
| Inverness and Richmond, now Inverness Ry. and Coal Co..... | | | 627,000 00 | | | |
| Iroquois, Bancroft and Ottawa..... | | | 144,000 00 | | | |
| James Bay..... | | | 848,000 00 | | | |
| Joggins (now Canada Coals and Railway Co.)..... | | | 37,500 00 | | | |
| Kent Northern..... | 158,331 27 | | | | | |
| Kingston, Napanee and Western (now in Bay of Quinté)..... | | | 227,932 80 | | | |
| Kingston and Pembroke..... | | | 48,000 00 | | | |
| L'Assomption..... | | | 11,200 00 | | | |
| Lake Erie and Detroit River..... | | | 475,851 00 | | | |
| Lake Temiscamingue Colonization..... | | | 310,336 96 | | | |
| Leamington and St. Clair (now in Canada Southern)..... | | | 51,200 00 | | | |
| Lindsay, Bobcaygeon and Portypool..... | | | 128,000 00 | | | |
| Lotbinière and Megantic..... | | | 96,000 00 | | | |
| Lower Laurentian (now in Great Northern)..... | | | 217,600 00 | | | |
| Magalloway River..... | | | 3,552 00 | | | |
| Manitowish and North Shore..... | | | 204,800 00 | | | |
| Mississippi Valley..... | | | 6,376 00 | | | |
| Midleton and Victoria Beach..... | | | 131,200 00 | | | |
| Midland of Nova Scotia..... | | | 362,200 30 | | | |

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| | |
|-----------------------------------------------------------------------------------|---------------|
| Montfort and Gaineau Colonization (in Great Northern). | 167,440 00 |
| Montreal and Lake Maskinonge. | 41,280 00 |
| Montreal and Champlain Junction | 103,600 00 |
| Montreal and Ottawa | 192,000 00 |
| Montreal and Province Line (formerly Montreal, Portland & Boston). | † 58,560 00 |
| Montreal and Western | 361,270 00 |
| Nakusp and Slocan. | 117,760 00 |
| New Brunswick and Prince Edward Island. | 113,440 00 |
| New Glasgow Iron and Coal Co. (now Nova Scotia Steel Co.) | 39,840 00 |
| Nipissing and James Bay. | 64,000 00 |
| Northern and Pacific Junction | 1,320,000 00 |
| Northern Colonization | 58,384 00 |
| Nova Scotia Southern (now in Halifax South Western) | 30,720 00 |
| Ontario, Belmont and Northern (leased to Central Ontario) | 196,000 00 |
| Ontario and Quebec. | 41,632,000 00 |
| Ontario and Remy River (now in Can. Northern) | 84,800 00 |
| Orford Mountain | |
| Ottawa, Arnprior and Parry Sound & Parry Sound Colonization (in Canada Atlantic) | 4 779,712 00 |
| Ottawa and Gatineau (now Ottawa, Northern and Western) | 4 410,688 00 |
| Ottawa and New York | 4 262,384 00 |
| Ottawa Valley (formerly part of Great Northern) now in Atlantic and Lake Superior | |
| Parry Sound Colonization (in Canada Atlantic). | 21,600 00 |
| Penbrooke Southern (in Canada Atlantic) | 152,800 00 |
| Penbrooke Railway and Quarry Co. | 4 64,000 00 |
| Pontiac Pacific Junction, now in Ottawa, Northern and Western. | 4 23,712 00 |
| Pontiac and Renfrew | 48 193,578 00 |
| Port Arthur, Duluth and Western (now in Canadian Northern). | 13,600 00 |
| Prince Edward Island | 271,200 00 |
| Quebec Bridge and approaches | 6,123,116 80 |
| Quebec and Lake St. John | 374,353 33 |
| Quebec Central. | 1,230,695 00 |
| Quebec, Montmorency and Charlevoix. | 348,342 00 |
| Quebec, Montreal, Ottawa and Occidental, North Shore, Montreal to Quebec | 96,000 00 |
| " | +054,000 00 |
| " | 1,500,000 00 |
| Quebec and New Brunswick. | †1,440,000 00 |
| Restigouche and Western (now International Ry. of N. B.). | 201,600 00 |
| Schomberg and Aurora | 4 320,000 00 |
| St. Louis and Richibucto. | 48,000 00 |
| St. John Bridge and Railway Extension | 22,400 00 |
| St. Lawrence and Adirondack | 433,900 00 |
| St. Mary's River | |
| St. Clair Tunnel | |
| St. Stephen and Milltown. | 4 149,481 60 |
| Shuswap and Okanagan. | 126,200 00 |
| South Norfolk | 375,000 00 |
| | 4 14,848 00 |
| | 163,200 00 |
| | 54,400 00 |

d Including \$44,252.82 iron rails. + Used iron rails. + Dominion Government pays to Quebec Government 5 per cent interest per annum on these two amounts. A Sec note on page No. 21. \$ Balance \$138,272—has lapsed.

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No. 11.—STATEMENT of Aid granted to Railways by Governments—Continued.

| Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|------------------------------------------------------------------------|-----------|---------------|---------------|---------|----------------------------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| DOMINION GOVERNMENT—Concluded. | | | | | | |
| South Shore (formerly Montreal and Sorel, now in Quebec Southern). | | | 293,541 92 | | | |
| Sydney and Louisbourg—Dominion Coal Company. | | | 87,808 00 | | | |
| Teniscouata. | | | 645,950 00 | | | |
| Thousand Islands. | | | 29,840 00 | | | |
| Tilsenburg, Lake Erie and Pacific. | | | 4 158,871 48 | | | |
| Tobique Valley. | | | 134,016 00 | | | |
| Toronto, Grey and Bruce. | | | 14,656 00 | | | |
| United Counties (now part of Quebec Southern). | | | 4* 188,816 00 | | | |
| Waterloo Junction. | | | 32,800 00 | | | |
| West Ontario Pacific. | | | 60,000 00 | | | |
| Western Counties or Yarmouth and Annapolis (now in Dominion Atlantic). | | | 500,000 00 | | | |
| Windsor and Annapolis (now in Dominion Atlantic). | | | 1,193,369 00 | | | |
| York and Carleton. | | 15,964,258 61 | 4 18,336 00 | | | 172,433,055 78 |
| ONTARIO GOVERNMENT. | | | | | | |
| Bay of Quinté including Kingston Nanawee & Western. | | | 84,000 00 | | | |
| Brantford, Norfolk and Port Burwell, Grand Trunk. | | | 68,000 00 | | | |
| Bruce Mines and Algoma. | | | 48,000 00 | | | |
| Canada Atlantic. | | | 270,000 00 | | | |
| Canada Central. | | | 1,479,000 00 | | | |
| Canada Southern. | | | 147,859 00 | | | |
| Central Ontario. | | | 189,500 00 | | | |
| Cobourg, Elarton and Marmora. | 26,000 00 | | 18,740 00 | | | |
| Credit Valley. | | | 531,000 00 | | | |
| Erie and Huron (now in Lake Erie and Detroit River Ry.) | | | 83,000 00 | | | |
| Grand Junction and Belleville and North Hastings. | | | 224,660 00 | | | |
| Grand Trunk, Georgian Bay and Lake Erie. | | | 336,000 00 | | | |
| Hamilton and North-western. | | | 565,020 00 | | | |
| Irondale, Bancroft and Ottawa. | | | 315,000 00 | | | |
| James Bay. | | | 730,000 00 | | | |
| Kingston and Pembroke. | | | 458,493 00 | | | |
| London, Huron and Bruce. | | | 178,630 00 | | | |
| Lindsay Robeygeon and Pontypool. | | | 67,000 00 | | | |
| Magnetowan River. | | | 10,000 00 | | | |
| Midland Ontario. | | | 188,350 00 | | | |
| Montreal and Ottawa. | | | 100,000 00 | | | |

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| | | |
|---------------------------------------------------------------------|--------------|--------------|
| Northern..... | 196,188 00 | |
| North Simcoe..... | 83,300 00 | |
| Ontario, Belmont and Northern (leased to Central Ontario)..... | 19,149 39 | |
| Ontario and Rainy River (now in Canadian Northern)..... | 1,072,800 00 | |
| Ottawa, Arnprior and Parry Sound, leased to Canada Atlantic..... | 494,076 06 | |
| Ottawa and New York..... | 35,000 00 | |
| Parry Sound Colonization, leased to Canada Atlantic..... | 143,250 00 | |
| Pembroke Southern..... | 55,500 00 | |
| Port Arthur, Duluth and Western (now in Canadian Northern)..... | 255,571 00 | |
| Tilsenburgh, Lake Erie and Pacific..... | 38,564 00 | |
| Toronto and Nipissing..... | 106,212 00 | |
| Lake Simcoe Junction..... | 53,000 00 | |
| Toronto, Grey and Bruce..... | 375,282 00 | |
| Victoria..... | 312,000 00 | |
| Wellington, Grey and Bruce..... | 241,276 00 | |
| Whitby, Port Perry and Lindsay..... | 94,957 59 | |
| Interprovincial Bridge at Ottawa..... | 50,000 00 | |
| | 26,000 00 | 8,896,378 04 |
| QUEBEC GOVERNMENT. | | |
| Baie des Chaleurs (now in Atlantic and Lake Superior)..... | 1,415,000 00 | |
| Beauharnois Junction..... | 179,073 00 | |
| Canada Atlantic..... | 200,000 00 | |
| Great Eastern (now in Atlantic and Lake Superior)..... | 156,000 00 | |
| Great Northern (including Lower Laurentian)..... | 1,025,733 66 | |
| Drummond County (now in Intercolonial Ry.)..... | 347,420 54 | |
| East Richelieu Valley (now part of Quebec Southern)..... | 115,215 00 | |
| Hervford (including Dominion Line Co.'s Line)..... | 60,500 00 | |
| International (now Atlantic and North-west—C.P.R.)..... | 391,122 02 | |
| Lake Champlain and St. Lawrence Junction..... | 250,280 00 | |
| Lake Temiscamingue Colonization..... | 350,076 82 | |
| L'Assomption..... | 5,512 50 | |
| Labiniere and Mégantic..... | 126,894 00 | |
| Missisquoi Valley (now Atlantic and North-west—C.P.R.)..... | 223,000 00 | |
| Montfort and Gatineau Colonization (now in Great Northern)..... | 168,395 80 | |
| Montreal and Champlain Junction..... | 150,000 00 | |
| Montreal and Ottawa..... | 182,210 00 | |
| Montreal, Portland and Boston (now Montreal and Province Line)..... | 231,122 00 | |
| Montreal and Sorel (now South Shore)..... | 276,645 00 | |
| Montreal and Western..... | 472,500 00 | |
| Montreal and Lake Maskinongé..... | 87,750 00 | |
| Orford Mountain..... | 96,884 92 | |
| Ottawa and Gatineau (now Ottawa Northern and Western)..... | 780,570 00 | |
| Ottawa Valley (now in Atlantic and Lake Superior)..... | 25,390 00 | |
| Philipsburg Ry. and Quarry Co..... | 25,667 00 | |
| Pontiac Pacific Junction..... | 412,102 58 | |

* Balance \$19,184—has lapsed.

A See Note on page No. 21.

4-5 EDWARD VII., A. 1905

No. 11.—STATEMENT of Aid granted to Railways by Government *Continued.*

| Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|----------------------------------------------------------------------|---------|--------------|--------------|---------|----------------------------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| QUEBEC GOVERNMENT—<i>Concluded.</i> | | | | | | |
| Pontiac and Renfrew | | | 17,433 60 | | | |
| Quebec Bridge | | | 250,000 00 | | | |
| Quebec and Lake St. John | | | 2,533,000 00 | | | |
| Quebec Central | | | 1,076,123 14 | | | |
| Quebec, Montreal, Ottawa and Occidental, including North Shore | | | 727,000 00 | | | |
| Quebec, Montmorency and Charlevoix | | | 306,945 50 | | | |
| South-eastern (now Montreal and Atlantic) | | | 444,000 00 | | | |
| St. Lawrence and Adirondack | | | 65,216 00 | | | |
| Témiscouata | | | 362,250 00 | | | |
| United Counties (now part of Quebec Southern) | | | 210,000 00 | | | |
| Waterloo and Magog (now in Atlantic and North-west—C. P. R.) | | 3,722,956 00 | 92,000 00 | | | 13,846,133 08 |
| NEW BRUNSWICK GOVERNMENT. | | | | | | |
| Albert (now Salisbury and Harvey) | | | 455,000 00 | | | |
| Albert Southern | | | 48,680 00 | | | |
| Buctouche and Moncton | | | 96,000 00 | | | |
| Caraquet | | | 180,000 00 | | | |
| Central of New Brunswick | | | 139,000 00 | | | |
| Fredericton | | | 230,000 00 | | | |
| Grand Southern (now New Brunswick Southern) | | | 413,000 00 | | | |
| Gulf Shore | | | 41,950 00 | | | |
| Harvey Branch | | | 9,000 00 | | | |
| Kent Northern | | | 135,000 00 | | | |
| New Brunswick | | | 76,000 00 | | | |
| New Brunswick and Canada | | | 575,000 00 | | | |
| New Brunswick and Prince Edward Island | | | 99,708 90 | | | |
| Northern and Western (now Canada Eastern) | | | 400,000 00 | | | |
| Elgin, Petitediac and Havelock (now Elgin and Havelock) | | | 107,500 00 | | | |
| Quebec and New Brunswick | | | 45,000 00 | | | |
| Restigouche and Western—now International of New Brunswick | | | 275,000 00 | | | |
| St. Martin and Upham (now Hampton and St. Martin) | | | 145,600 00 | | | |
| St. John Bridge and Railway extension | | | 6,181 81 | | | |
| St. John and Maine | | | 880,000 00 | | | |
| St. Louis and Richibucto | | | 21,000 00 | | | |
| St. Stephen and Milltown | | | 13,920 00 | | | |
| | | | | | 300,000 00 | |

NOTE.—For Statement of payments of Government Aid granted to Railways, see No. 1 Summary Statement of Capital.

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| | | | | |
|------------------------------------|-----------------------------------------------------|---|-----------|------------|
| Township of Innisfil | " | " | 22,592 00 | |
| " Woodhouse | " | " | 20,740 00 | |
| " Adjala | " | " | 2,500 00 | |
| " Easa | " | " | 2,500 00 | |
| " Tossoronto | " | " | 10,000 00 | |
| " Mulmur | " | " | 5,000 00 | |
| Village of Alliston | " | " | 8,000 00 | |
| Township of Nottawasaga | " | " | 20,386 00 | 599,805 00 |
| City of Ottawa | Interprovincial Bridge | | | 150,000 00 |
| Township of South Colchester | Lake Erie and Detroit River | | | |
| " Gosfield | " | | 20,000 00 | |
| Village of Kingsville | " | | 15,000 00 | |
| Township of Romney | " | | 10,000 00 | |
| " East Tilbury | " | | 10,000 00 | |
| " Raleigh | " | | 5,000 00 | |
| Village of Blenheim | " | | 10,000 00 | |
| " Raleigh | " | | 5,000 00 | |
| Ridgetown | " | | 12,500 00 | |
| Township of Alburgh | " | | 7,000 00 | |
| " Oxford | " | | 2,000 00 | |
| Village of Dutton | " | | 2,500 00 | 99,000 00 |
| Township of East Gwillimbury | Lake Simcoe Junction (in Grand Trunk system) | | 45,000 00 | |
| " North | " | | 20,000 00 | |
| " Georgina | " | | 20,000 00 | |
| " Whitechurch | " | | 15,000 00 | |
| Village of Leamington | Leamington and St. Clair (in Canada Southern) | | 12,000 00 | 100,000 00 |
| Township of Mersea | " | | 15,000 00 | |
| Village of Comber | " | | 6,000 00 | |
| Town of Lindsay | Lindsay, Bobcaygeon and Pontypool | | 25,000 00 | 33,000 00 |
| " Bobcaygeon | " | | 11,000 00 | |
| Township of Verulam | " | | 14,000 00 | |
| " Harvey | " | | 3,000 00 | |
| " Ops | " | | 15,000 00 | |
| " Cartwright | " | | 5,000 00 | |
| Township of London | London, Huron and Bruce (now in Grand Trunk system) | | 15,000 00 | 73,000 00 |
| " Stephen | " | | 17,500 00 | |
| " Osborne | " | | 25,000 00 | |
| " Hay | " | | 15,000 00 | |
| " Goderich | " | | 15,000 00 | |
| East Wawanosh | " | | 25,000 00 | |
| " Hallet | " | | 10,000 00 | |
| Tuckersmith | " | | 5,000 00 | |
| " Turnberry | " | | 10,000 00 | |
| " Morris | " | | 5,000 00 | |

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No. 11.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities. | Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|-----------------------------------------------------|---------------------------------------------------------------------|-------|--------------|------------|------------|----------------------------------|------------|
| ONTARIO—Continued. | | | | | | | |
| Township of Stanley | London, Huron and Bruce (now in Grand Trunk system) | | | | | | |
| Village of Clinton | " | | | 10,000 00 | | | |
| " Exeter | " | | | 20,000 00 | | | |
| Village of Kincardine | " | | | 10,000 00 | | | |
| " Wigan | " | | | 9,000 00 | | | |
| City of London | " | | | 100,000 00 | 311,500 00 | | |
| Municipalities | | | | | | | |
| County of Elgin | London and Port Stanley (leased to Lake Erie and Detroit river Ry.) | | | | | 80,000 00 | |
| " Middlesex | " | | | | | 100,000 00 | |
| City of London | " | | 1,332,854 00 | | | 200,000 00 | |
| " St. Thomas | " | | | | | 34,000 00 | 414,000 00 |
| Township of Thorah | Midland (now in Grand Trunk system). | | | 50,000 00 | | | |
| Town of Port Hope | " | | | 30,000 00 | | | |
| Townships of Orillia and Matchedash. | " | | | 12,500 00 | | | |
| Town of Orillia | " | | | 12,500 00 | | | |
| Township of Tay | " | | | 21,370 85 | | | |
| Village of Omamee | " | | | 2,000 00 | | | |
| Township of Mara | " | | | 12,500 00 | | | |
| Town of Peterborough | " | | | 4,000 00 | 144,870 85 | | |
| City of Toronto | Northern (now in Grand Trunk system). | | | 100,000 00 | | 190,000 00 | |
| County of Simcoe | " | | | | | 200,000 00 | |
| Town of Barrie | " | | | 30,000 00 | | | |
| " Orillia | " | | | 12,500 00 | | | |
| Townships of Collingwood, Euphrasia and St. Vincent | " | | | 98,480 00 | | | |
| Town of Smith's Falls | Ontario and Quebec (in Can. Pacific system). | | | 26,000 00 | 241,980 00 | | 390,000 00 |
| " Merrickville | " | | | 10,000 00 | | | |
| Township of West Winchester | " | | | 15,000 00 | | | |

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* Amount returned has realized, balance has lapsed, see return of 1875.

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No. 11.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities. | Name of Railway | Loan. | Total. | Bonus. | Total. | Subscriptions to Shares or Bonds. | Total. |
|--------------------------------------|------------------------------------------------------------------------------|---------|---------|------------|------------|-----------------------------------|---------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| ONTARIO—Con. | | | | | | | |
| Township of Albion. | Toronto, Grey and Bruce (in Can. Pac. system). | | | | | | |
| " Caledon. | " | | | 40,000 00 | | | |
| " Mono. | " | | | 45,000 00 | | | |
| " Ananarth. | " | | | 30,000 00 | | | |
| " Arthur. | " | | | 35,000 00 | | | |
| Town of Orangeville. | " | | | 15,000 00 | | | |
| " Mount Forest. | " | | | 20,000 00 | | | |
| City of Toronto. | " | | | 350,000 00 | | | |
| County of Grey (Group). | " | | | 300,000 00 | | | |
| Town of Owen Sound. | " | | | 15,000 00 | | | |
| Township of Minto. | " | | | 15,000 00 | | | |
| " Howick. | " | | | 35,000 00 | | | |
| Townships of Gorrie and Wroxeter. | " | | | 5,000 00 | | | |
| Village of Tweeswater. | " | | | 5,000 00 | | | |
| Township of Culross. | " | | | 38,000 00 | | | |
| " Turnbury. | " | | | 5,000 00 | | | |
| City of Brantford. | Toronto, Hamilton and Buffalo, comprising Brantford, Waterloo and Lake Erie. | | | | 988,000 00 | | |
| Township of Oakland. | " | | | 25,000 00 | | | |
| " Waterford. | " | | | 9,000 00 | | | |
| City of Hamilton. | " | | | 2,500 00 | | | |
| Township of South Grimsby. | " | | | 225,000 00 | | | |
| | " | | | 4,000 00 | | | |
| | | | | | 265,500 00 | | |
| Town of Lindsay. | Victoria (in Grand Trunk system). | | | | | | |
| Village of Fenelon Falls. | " | | | 85,000 00 | | | |
| Townships of Verulam and Somerville. | " | | | 25,000 00 | | | |
| County of Haliburton. | " | | | 22,000 00 | | | |
| | " | | | 54,000 00 | | | |
| | | | | | 186,000 00 | | |
| Township of Woolwich. | Waterloo Junction (in Grand Trunk system). | | | | | | |
| | " | | | 28,000 00 | | | |
| Section of Peel. | " | | | 7,000 00 | | | |
| Village of Elmira. | " | | | 10,000 00 | | | |
| " St. Jacobs. | " | | | 2,000 00 | | | |
| | | | | | 47,000 00 | | |

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| | | | | |
|----------------------------------|-------------------------------------------------------------------|--------------|---------------|--------------|
| Fergus..... | Wellington, Grey and Bruce..... | 10,000 00 | | |
| Peel..... | "..... | 40,000 00 | | |
| Elora..... | "..... | 10,000 00 | | |
| Maryboro'..... | "..... | 40,000 00 | | |
| Nichol..... | "..... | 10,000 00 | | |
| Wallace..... | "..... | 35,000 00 | | |
| Minto..... | "..... | 55,000 00 | | |
| Bruce..... | "..... | 276,000 00 | | |
| Howick..... | "..... | 20,000 00 | | |
| Listowel..... | "..... | 15,000 00 | | |
| Grey..... | "..... | 35,000 00 | | |
| Elma..... | "..... | 30,000 00 | | |
| Morris..... | "..... | 30,000 00 | | |
| W. Wawanosh..... | "..... | 18,000 00 | | |
| Ashfield..... | "..... | 10,000 00 | | |
| Turnbury..... | "..... | 28,000 00 | | |
| Kincardine..... | "..... | 8,000 00 | | |
| City of London..... | West Ontario Pacific..... | | 682,000 00 | |
| Town of Whitby..... | Whitby, Port Perry and Lindsay (in Grand Trunk system)..... | | 25,000 00 | |
| Township of Whitby..... | "..... | 70,000 00 | | |
| " Reach..... | "..... | 15,000 00 | | |
| " Scugog..... | "..... | 30,000 00 | | |
| County of Victoria..... | "..... | 2,000 00 | | |
| Village of Port Perry..... | "..... | 85,000 00 | | |
| Manufacturing Co..... | "..... | 20,000 00 | | |
| | | 94 93 | 222,084 93 | |
| | | | 10,102,843 80 | 1,211,500 00 |
| Quebec. | | | | |
| Caplin..... | Baie des Chaleurs (now in Atlantic and Lake Superior system)..... | 1,632,854 00 | | |
| New Richmond..... | "..... | | | |
| Maria..... | "..... | | | |
| Carleton..... | "..... | | | |
| Nouvelle and Shoolbred..... | "..... | | | |
| New Carlisle..... | "..... | | | |
| Paspébiac..... | "..... | | | |
| Hamilton..... | "..... | | | |
| Parish of St. Antoine..... | Great Eastern..... | | 40,500 00 | |
| " St. Denis..... | "..... | | | |
| Village St. Andrews..... | Ottawa Valley (in Atlantic & Lake Superior)..... | | 20,000 00 | |
| Farnham..... | Canadian Pacific..... | | 10,000 00 | |
| Town of Nicolet..... | Drummond County (now in Inter-colonial Ry.)..... | | 20,000 00 | |
| Municipality of St. Leonard..... | "..... | | 15,000 00 | |

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No. 11.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

| Municipalities. | Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscrip- tions to Shares or Bonds. | Total. |
|-----------------------------------------------|----------------------------------------------------------------------------|-------|--------|-----------|-----------|-------------------------------------------|------------|
| <i>QUEBEC—Continued.</i> | | | | | | | |
| Parish of St. Sophie | Great Northern of Canada. | | | | | | |
| Village of New Glasgow. | " " | | | 4,000 00 | | | |
| " St. Elizabeth. | " " | | | 2,000 00 | | | |
| Town of Joliette. | " " | | | 6,000 00 | | | |
| City of Three Rivers. | Lower Laurentian (in Great North- ern) | | | 35,000 00 | 47,000 00 | | |
| City of Quebec. | Great Northern of Canada. | | | | 25,000 00 | | 200,000 00 |
| County of Compton. | International, now in Atlantic and North-west, C.P.R. | | | | | | 225,000 00 |
| Township of Melbourne and Bromp- ton Gore. | Missisquoi & Black Riv. Valley, now in Atlantic & North-west, C.P.R. | | | | | 25,000 00 | |
| Township of Ely. | " " | | | | | 25,000 00 | |
| Township of North Stukely. | " " | | | | | | |
| " Bolton. | " " | | | | | 25,000 00 | 100,000 00 |
| St. Pie. | Lake Champlain and St. Lawrence J (leased to Montreal and Atlantic Ry.) | | | 20,000 00 | | | |
| L'Ange Gardien. | " " | | | 10,000 00 | | | |
| St. Paul. | " " | | | 6,000 00 | | | |
| Philipsburg. | " " | | | 15,000 00 | | | |
| Town of L'Assomption. | L'Assomption. | | | | 51,000 00 | | |
| Ascot. | Massawippi Valley. | | | | 1,500 00 | 40,000 00 | |
| Hatley. | Montreal & Champlain Junction— (Grand Trunk). | | | | | 25,000 00 | 65,000 00 |
| Ormstown. | " " | | | 10,000 00 | | | |
| St. Constant. | " " | | | 1,800 00 | | | |
| Ste. Philomène. | " " | | | 2,820 00 | | | |
| Leclairie. | " " | | | 1,904 00 | | | |
| Huntingdon. | " " | | | 3,000 00 | | | |
| St. Isidore. | " " | | | 1,500 00 | | | |
| Dewittsville. | " " | | | 750 00 | | | |
| Municipality of Rigaud. | Montreal and Ottawa | | | 2,000 00 | 21,774 00 | | |

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| | | | | | | |
|---------------------------------|--------------------------------------|--------------|------------|--|--|------------|
| Parish of Rigaud..... | " | 800 00 | | | | |
| Point Fortune..... | " | 2,500 00 | | | | |
| Chambly Canton | Montreal and Province line, formerly | 15,000 00 | 5,300 00 | | | |
| Basin..... | Montreal, Portland and Boston | 10,000 00 | | | | |
| County of Pontiac..... | " | | 25,000 00 | | | |
| Village of Shawville..... | Pontiac Pacific Jct. (now in Ottawa, | 100,000 00 | | | | |
| | Northern & Western) | 1,000 00 | | | | |
| City of Sherbrooke..... | Quebec Central | 50,000 00 | 101,000 00 | | | |
| Parish of Dudswell..... | " | 25,000 00 | | | | |
| " Weedon..... | " | 25,000 00 | | | | |
| Township of Garthby..... | " | 3,000 00 | | | | |
| City of Quebec..... | Quebec Bridge | | 108,000 00 | | | |
| City of Quebec..... | Quebec and Lake St. John | | 300,000 00 | | | |
| Town of Chicoutimi..... | " | | 12,000 00 | | | |
| City of Montreal..... | Quebec, Montreal, Ottawa and Oc- | | | | | 450,000 00 |
| | cidental | | | | | |
| City of Quebec..... | " | 1,000,000 00 | | | | |
| " Three Rivers..... | " | 1,000,000 00 | | | | |
| County of Ottawa..... | " | 100,000 00 | | | | |
| St. Sauveur de Québec..... | " | 200,000 00 | | | | |
| Côte St. Louis..... | " | 25,000 00 | | | | |
| Village of Ste. Therise..... | " | 25,000 00 | | | | |
| Parish of "..... | " | 12,000 00 | | | | |
| " St. Jérôme..... | " | 12,000 00 | | | | |
| Village "..... | " | 10,000 00 | | | | |
| St. Scholastique..... | " | 15,000 00 | | | | |
| St. Andrews..... | " | 10,000 00 | | | | |
| St. Jérusalem d'Argenteuil..... | " | 25,000 00 | | | | |
| County of Brome..... | South-eastern (now Montreal and | | 25,000 00 | | | |
| | Atlantic) | 2,434,000 00 | | | | |
| Township of Brome..... | " | | | | | 50,000 00 |
| " Sutton..... | " | | | | | 50,000 00 |
| " Pottou..... | " | | | | | 63,000 00 |
| " Farnham..... | " | | | | | 25,000 00 |
| Village of West Farnham..... | " | | | | | 20,000 00 |
| " East "..... | " | | | | | 5,000 00 |
| " Drummondville..... | " | | | | | 5,000 00 |
| County of Drummond..... | " | | | | | 80,000 00 |
| Township of Wickham..... | " | | | | | 90,000 00 |
| " St. Germain..... | " | | | | | 10,000 00 |
| " Sorel..... | " | | | | | 15,000 00 |
| Village of Actonville..... | " | | | | | 40,000 00 |
| " Roxton Falls..... | " | | | | | 15,000 00 |
| Township of Roxton..... | " | | | | | 20,000 00 |

4-5 EDWARD VII., A. 1905

No. 11.—STATEMENT of Aid granted to Railways by Municipalities—*Concluded.*

| Municipalities. | Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|------------------------------------------------------|-------------------------------------------------------------|---------|--------------|-----------|------------|----------------------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| QUEBEC—<i>Concluded.</i> | | | | | | | |
| Township of Sheffield. | South-eastern (now Montreal and Atlantic). | | | | | 50,000 00 | |
| " West Wickham. | " | | | | | 10,000 00 | |
| City of Sorel. | South Shore, formerly Mont. & Sorel | | | | 25,000 00 | | 528,000 00 |
| Fraserville. | Temiscouata. | | | | 25,000 00 | | |
| | | | 2,434,000 00 | | 873,074 00 | | 1,568,000 00 |
| NEW BRUNSWICK. | | | | | | | |
| Hillsboro', Hopewell and Harvey Parishes. | Albert, now Salisbury and Harvey. | | | 40,000 00 | | | |
| Coverdale, Hillsboro', Hopewell and Harvey Parishes. | " | | | 30,000 00 | | | |
| City of St. John. | Canadian Pacific. | | | 50,000 00 | 70,000 00 | | |
| " Fredericton. | Fredericton. | | | 30,000 00 | 40,000 00 | | |
| County of York. | " | | | | 80,000 00 | | |
| Parish of St. George. | Grand Southern, now New Brunswick Southern. | | | 2,000 00 | | | |
| " Pennfield. | " | | | 500 00 | | | |
| Lepreau. | " | | | 500 00 | | | |
| Town of Fort Fairfield. | New Brunswick. | | | 12,000 00 | 3,000 00 | | |
| " Lyndon. | " | | | 11,000 00 | | | |
| City of Calais. | New Brunswick and Canada. | | | 12,500 00 | 23,000 00 | | |
| " Houlton. | " | | | 22,000 00 | | | |
| " St. Stephen. | " | | | 13,000 00 | | | |
| Parish of Elgin. | Elgin and Havelock. | | | | 47,500 00 | | |
| Town of Campbellton. | Restigouche and Western—now International of New Brunswick. | | | | 13,000 00 | | |
| City of St. John. | St. John and Maine. | | | | 5,000 00 | | 60,000 00 |
| | | | | | 281,500 00 | | 60,000 00 |

| | | | | |
|------------------------------------------------|-------------------------------------------------------------------------------|--------------|--|---------------|
| NOVA SCOTIA. | | | | |
| County of King..... | Cornwallis Valley (now in Dominion Atlantic)..... | | | 27,685 00 |
| Counties of Yarmouth, Digby and Annapolis..... | Western Counties)-Yarmouth and Annapolis (now in Dominion Atlantic)..... | 30,000 00 | | 150,000 00 |
| Town of Truro..... | Midland of N.S. | 6,000 00 | | 36,000 00 |
| County of Colchester..... | New Glasgow Iron, Coal and Railway Co., (now Nova Scotia Steel Co's Ry.)..... | 5,000 00 | | 4,000 00 |
| County of Pictou..... | Halifax & Yarmouth..... | 2,952 46 | | |
| Argyle..... | " | 5,922 47 | | |
| Barrington | " | 4,764 00 | | |
| Town of Yarmouth..... | " | | | |
| Yarmouth County..... | " | | | |
| County of Inverness | Inverness & Richmond (now Inverness Ry. and Coal Co.)..... | | | 15,389 93 |
| | | | | 100,000 00 |
| MANITOWA. | | | | |
| City of Winnipeg..... | Canadian Pacific..... | 200,000 00 | | 333,023 93 |
| County of Selkirk..... | " | 35,000 00 | | |
| Township of St. Andrews | " | 35,000 00 | | |
| Town of Morris | " | 100,000 00 | | |
| County of Westborne..... | Manitoba and North-western..... | 75,000 00 | | 370,000 00 |
| Town of Portage la Prairie | " | 50,000 00 | | |
| " Minnedosa | " | 30,000 00 | | |
| Municipality of Shoal Lake..... | " | 20,000 00 | | |
| " Birtle | " | 40,000 00 | | |
| " Strathclair | " | 600 00 | | |
| Rapid City | Saskatchewan and Western..... | | | 215,600 00 |
| | | | | 10,000 00 |
| BRITISH COLUMBIA. | | | | |
| City of New Westminster..... | Canadian Pacific | | | 595,600 00 |
| | | | | 37,500 00 |
| NORTH-WEST TERRITORIES. | | | | |
| Calgary | Canadian Pacific..... | | | 25,000 00 |
| Total aid granted by municipalities. | | 4,066,854 00 | | 12,248,541 73 |
| | | | | 2,839,500 00 |

NOTE.—For statement of payments of Municipal Aid granted to Railways—See No. 1 Summary statement of Capital.

4-5 EDWARD VII., A. 1905

No. 11.—STATEMENT of Aid granted to Railways by Municipalities—*Concluded.*

| Municipalities. | Name of Railway. | Loan. | Total. | Bonus. | Total. | Subscription to Shares or Bonds. | Total. |
|----------------------------------------------------------|-----------------------------------------------------------------|---------|--------------|-----------|---------|----------------------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>QUEBEC—Concluded.</i> | | | | | | | |
| Township of Sheffield..... | South-eastern (now Montreal and Atlantic)..... | | | | | 50,000 00 | |
| " " West Wickham..... | " " | | | | | 10,000 00 | |
| City of Sorel..... | South Shore, formerly Mont. & Sorel..... | | | | | | 528,000 00 |
| Fraserville..... | Témiscouata..... | | | | | | |
| | | | 2,434,000 00 | | | | 1,568,000 00 |
| <i>NEW BRUNSWICK.</i> | | | | | | | |
| Hillsboro', Hopewell and Harvey Parishes..... | Albert, now Salisbury and Harvey..... | | | 40,000 00 | | | |
| Coverdale, Hillsboro', Hopewell and Harvey Parishes..... | " " | | | 30,000 00 | | | |
| City of St. John..... | Canadian Pacific..... | | | 50,000 00 | | | 70,000 00 |
| " " Fredericton..... | Fredericton..... | | | 30,000 00 | | | 40,000 00 |
| County of York..... | " " | | | | | | |
| Parish of St. George..... | Grand Southern, now New Brunswick Southern..... | | | | | | 80,000 00 |
| " " Pennfield..... | " " | | | 2,000 00 | | | |
| Lepreau..... | " " | | | 500 00 | | | |
| Town of Fort Fairfield..... | " " | | | 500 00 | | | |
| " " Lyndon..... | New Brunswick..... | | | 12,000 00 | | | 3,000 00 |
| | " " | | | 11,000 00 | | | |
| City of Calais..... | New Brunswick and Canada..... | | | 12,500 00 | | | 23,000 00 |
| " " Houlton..... | " " | | | 22,000 00 | | | |
| " " St. Stephen..... | " " | | | 13,000 00 | | | |
| Parish of Elgin..... | Elgin and Havelock..... | | | | | | 47,500 00 |
| Town of Campbellton..... | Restigouche and Western—now International of New Brunswick..... | | | | | | 13,000 00 |
| City of St. John..... | St. John and Maine..... | | | | | | 5,000 00 |
| | | | | | | | 281,500 00 |
| | | | | | | | 60,000 00 |
| | | | | | | | 60,000 00 |

| NOVA SCOTIA. | | | | | |
|------------------------------------------------|-------------------------------------------------------------------------------|--------------|------------|---------------|--------------|
| County of King..... | Cornwallis Valley (now in Dominion Atlantic)..... | ..... | ..... | 27,688 00 | ..... |
| Counties of Yarmouth, Digby and Annapolis..... | Western Counties)-Yarmouth and Annapolis (now in Dominion Atlantic)..... | ..... | 30,000 00 | 150,000 00 | ..... |
| Town of Truro..... | Midland of N.S. .... | ..... | 6,000 00 | 36,000 00 | ..... |
| County of Colchester..... | " ..... | ..... | ..... | 4,000 00 | ..... |
| County of Pictou..... | New Glasgow Iron, Coal and Railway Co., (now Nova Scotia Steel Co's Ry.)..... | ..... | 5,000 00 | ..... | ..... |
| ..... | Halifax & Yarmouth..... | ..... | 2,852 46 | ..... | ..... |
| ..... | " ..... | ..... | 5,922 47 | ..... | ..... |
| ..... | " ..... | ..... | 4,764 00 | ..... | ..... |
| County of Inverness..... | Inverness & Richmond (now Inverness Ry. and Coal Co.)..... | ..... | ..... | 15,388 93 | ..... |
| ..... | ..... | ..... | ..... | 100,000 00 | ..... |
| ..... | ..... | ..... | ..... | 333,023 93 | ..... |
| MANITOBA. | | | | | |
| City of Winnipeg..... | Canadian Pacific..... | ..... | 200,000 00 | ..... | ..... |
| County of Selkirk..... | " ..... | ..... | 35,000 00 | ..... | ..... |
| Township of St. Andrews..... | " ..... | ..... | 35,000 00 | ..... | ..... |
| Town of Morris..... | " ..... | ..... | 100,000 00 | ..... | ..... |
| County of Westbourne..... | Manitoba and North-western..... | ..... | 75,000 00 | 370,000 00 | ..... |
| Town of Portage la Prairie..... | " ..... | ..... | 50,000 00 | ..... | ..... |
| " Minnedosa..... | " ..... | ..... | 30,000 00 | ..... | ..... |
| Municipality of Shoal Lake..... | " ..... | ..... | 20,000 00 | ..... | ..... |
| " Birtle..... | " ..... | ..... | 40,000 00 | ..... | ..... |
| " Strathclair..... | " ..... | ..... | 600 00 | ..... | ..... |
| Rapid City..... | Saskatchewan and Western..... | ..... | ..... | 215,600 00 | ..... |
| ..... | ..... | ..... | ..... | 10,000 00 | ..... |
| BRITISH COLUMBIA. | ..... | ..... | ..... | 595,600 00 | ..... |
| City of New Westminster..... | Canadian Pacific..... | ..... | ..... | 37,500 00 | ..... |
| NORTH-WEST TERRITORIES. | ..... | ..... | ..... | ..... | ..... |
| Calgary..... | Canadian Pacific..... | ..... | ..... | 25,000 00 | ..... |
| Total aid granted by municipalities..... | ..... | 4,066,854 00 | ..... | 12,248,541 73 | 2,839,500 00 |

4-5 EDWARD VII., A. 1905

No. 12.—SUMMARY STATEMENT of Aid granted to Steam Railways constructed, and under construction by Governments and Municipalities—June 30—1904.

| | Loan. | Total. | Bonus. | Total. | Subscription to shares or Bonds. | Total. | Grand Total. |
|------------------------|---------------|---------------|----------------|----------------|----------------------------------------|--------------|----------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| <i>Governments.</i> | | | | | | | |
| Dominion | 15,964,258 61 | | 172,433,055 78 | | | | 188,397,314 39 |
| Ontario | 26,000 00 | | 8,886,378 04 | | | | 8,922,378 04 |
| Quebec | 3,722,956 00 | | 13,846,133 08 | | | | 17,569,089 08 |
| New Brunswick | | | 4,563,012 71 | | 300,000 00 | | 4,863,012 71 |
| Nova Scotia | | | 3,065,087 45 | | | | 3,065,087 45 |
| Manitoba | 900,000 00 | | 1,016,962 75 | | | | 1,916,962 75 |
| British Columbia | | 20,613,214 61 | 37,500 00 | 203,858,119 81 | | 300,000 00 | 224,771,334 42 |
| <i>Municipalities.</i> | | | | | | | |
| Ontario | 1,632,854 00 | | 10,102,843 80 | | 1,211,500 00 | | 12,947,197 80 |
| Quebec | 2,434,000 00 | | 873,074 00 | | 1,568,000 00 | | 4,875,074 00 |
| New Brunswick | | | 281,500 00 | | 60,000 00 | | 341,500 00 |
| Nova Scotia | | | 333,023 93 | | | | 333,023 93 |
| Manitoba | | | 595,600 00 | | | | 595,600 00 |
| British Columbia | | | 37,500 00 | | | | 37,500 00 |
| North-west Territories | | 4,065,854 00 | 25,000 00 | 12,248,541 73 | | | 19,154,895 73 |
| | | 24,680,068 61 | | 216,106,661 54 | | 2,839,500 00 | 248,926,230 15 |

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No. 12.—SUMMARY STATEMENT of Aid granted to Steam Railways constructed, and under construction by Governments
and Municipalities—June 30--1904.

ELECTRIC RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE YEAR ENDED JUNE 30, 1904

SESSIONAL PAPER No. 20

SUMMARY of Tables of Electric Railways for the years ended June 30, 1903, and
June 30, 1904.

| | Comparative Statement. | |
|--------------------------------------------------------------|------------------------|----------------|
| | June 30, 1903. | June 30, 1904. |
| Miles of railway completed (track laid)..... | 759 | 767 |
| " sidings | 32 | 33 |
| " iron rails in main line | 7 | 22 |
| " steel " " | 752 | 745 |
| " " " double track | 185 | 188 |
| Capital paid (including the three following items)..... | 47,274,853 | 50,399,188 |
| Government (Dominion and Provincial) bonuses paid | 156,800 | 60,800 |
| Municipal aid paid | 173,000 | 173,000 |
| Miles in operation | 759 | 767 |
| Gross earnings | 7,233,677 | 8,453,609 |
| Working expenses | 4,472,858 | 5,326,517 |
| Net earnings | 2,760,819 | 3,127,092 |
| Passengers carried | 155,662,812 | 181,689,998 |
| Freight carried (tons)..... | 371,286 | 400,161 |
| Car mileage | 38,028,529 | 42,066,124 |
| Passengers killed | 10 | 10 |
| Number of highway crossings at rail-level with watchman..... | 7 | 10 |
| " " " without " | 307 | 286 |
| " overhead bridges highway crossings over railway | 16 | 17 |
| " " farm crossings | | |
| " highway crossings under railway | 11 | 9 |
| " farm " " | | |
| " level crossings of other railways | 89 | 102 |
| " junctions with other railways | 42 | 42 |
| " " branch lines | 13 | 7 |
| " power houses (steam power) owned | 28 | 30 |
| " " " hired | 2 | |
| " " (water power) owned | 11 | 9 |
| " " " hired | 4 | 3 |
| " passenger cars (motor) owned | *2,027 | 2,137 |
| " " " hired | 6 | |
| " " (trailers) owned | 290 | 223 |
| " " " hired | | |
| " official cars owned | | 1 |
| " " hired | | |
| " locomotives owned | 1 | 2 |
| " " hired | | |
| " baggage, mail and express cars owned | 11 | 13 |
| " " " hired | | |
| " cattle and box freight cars owned | †15 | †15 |
| " " " hired | | |
| " platform cars owned | 70 | **77 |
| " " hired | | |
| " tool cars owned | 16 | 13 |
| " " hired | | |
| " snow ploughs owned | 26 | ‡79 |
| " " hired | | |
| " snow sweepers owned | 71 | 33 |
| " " hired | | |
| " other rolling stock owned | | |

* Three are official cars. † Includes one conductor's van.

† Includes one conductor's van.

** Includes two coal cars.

‡ Includes snow sweepers.

ELECTRIC RAILWAY STATISTICS.

MILEAGE IN PROVINCES FOR THE YEAR ENDING JUNE 30, 1904.

| | Miles. |
|-----------------------|---------------|
| Ontario..... | 375·74 |
| Quebec..... | 253·97 |
| New Brunswick..... | 13·00 |
| Nova Scotia..... | 44·79 |
| Manitoba..... | 28·00 |
| British Columbia..... | 51·00 |
| Total..... | <u>766·50</u> |

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ELECTRIC RAILWAYS.

Nominal Capital paid up June 30, 1904.

| Provinces. | Miles constructed. | Ordinary Share Capital. | Preference Share Capital. | Bonded Debt. | Dominion Government Aid. | Provincial Government Aid. | Municipal Aid. | Capital from other Sources. | Total. |
|-----------------------|--------------------|-------------------------|---------------------------|---------------|--------------------------|----------------------------|----------------|-----------------------------|---------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Ontario..... | 375 74 | 12,855,612 86 | 250,000 00 | 9,129,625 49 | 60,800 00 | ..... | 173,000 00 | 101,178 00 | 22,570,216 35 |
| Quebec..... | 253 97 | 9,563,600 00 | 425,700 00 | 4,741,333 00 | ..... | ..... | ..... | ..... | 14,730,633 00 |
| New Brunswick..... | 13 00 | 707,860 00 | ..... | 675,000 00 | ..... | ..... | ..... | ..... | 1,382,860 00 |
| Nova Scotia..... | 44 79 | 2,117,000 00 | 234,000 00 | 1,462,000 00 | ..... | ..... | ..... | ..... | 3,813,000 00 |
| Manitoba..... | 28 00 | 1,500,000 00 | ..... | 1,000,000 00 | ..... | ..... | ..... | ..... | 2,500,000 00 |
| British Columbia..... | 51 00 | 1,271,999 00 | 1,338,333 00 | 2,286,292 00 | ..... | ..... | ..... | 505,855 00 | 5,402,479 00 |
| Totals.. | 766 50 | 28,016,071 86 | 2,248,033 00 | 19,294,250 49 | 60,800 00 | ..... | 173,000 00 | 607,033 00 | 50,394,188 35 |

4-5 EDWARD VII., A. 1905

No. 2.—SUMMARY STATEMENT of the different descriptions

| Number. | Name of Electric Railway. | LENGTH OF LINE. | | NO. OF POWER HOUSES. | | | | PASSENGER CARS. | | | |
|---------|---------------------------------------------------------------------------|-----------------|----------------------------|----------------------|--------|-------------|--------|-----------------|--------|----------------------------|-----------------------------|
| | | | | Steam Power | | Water Power | | No. Motor Cars. | | No. of Trailer Cars owned. | No. of Official Cars owned. |
| | | Com- pleted. | Under Con- struction | Owned. | Hired. | Owned. | Hired. | Owned. | Hired. | | |
| 1 | Berlin and Waterloo..... | 3 02 | | | | | | | | | |
| | Leased Line—Berlin and | | | | | | | | | | |
| | Bridgeport..... | 2 50 | | * | | | | 7 | | 7 | |
| 2 | Brantford Street..... | 7 00 | | 1 | | | | 12 | | | |
| 3 | British Columbia..... | 48 00 | | 2 | | 2 | | 69 | | | |
| 4 | Cape Breton..... | 11 80 | | 2 | | | | 9 | | | |
| 5 | Cornwall Street..... | 6 00 | | 1 | | 1 | | 8 | | | |
| 6 | Egerton Tramway Co., N.S. (not in operation)..... | | 8 50 | | | | | | | | |
| 7 | Galt, Preston and Hespler. 9 00 | | | | | | | | | | |
| | Leased Line—Preston to | | | | | | | | | | |
| | Berlin..... | 7 00 | | 1 | | | | 12 | | 5 | |
| 8 | Grand Valley (Brantford to Paris)... | 6 00 | 14 00 | * | | | | 8 | | | |
| 9 | Guelph Radial..... | 5 50 | | 1 | | | | 6 | | 3 | |
| 10 | Halifax Tramway..... | 12 13 | | 1 | | | | 40 | | 6 | |
| 11 | Hamilton and Dundas..... | 7 25 | | * | | | | 4 | | | |
| 12 | Hamilton, Grimsby and Beamsville. | 27 50 | | 1 | | | | 9 | | | |
| 13 | Hamilton Radial..... | 12 00 | | 1 | | | | 12 | | | |
| 14 | Hamilton Street..... | 22 00 | | * | | | | 50 | | | |
| 15 | Hull..... | 14 50 | | | | 1 | | 17 | | 4 | |
| 16 | International Transit Co. (Sault Ste. Marie)..... | 3 30 | | | | 1 | | 5 | | 3 | |
| 17 | Kingston, Portsmouth and Cataraqui | 7 50 | | 1 | | | | 23 | | | |
| 18 | Lévis County..... | 10 25 | | | | 1 | | 10 | | | |
| 19 | London Aylmer and North Shore (not under construction)..... | | | | | | | | | | |
| 20 | London Street..... | 31 00 | | 1 | | | | 35 | | 5 | |
| 21 | Metropolitan (Toronto)..... | 29 00 | | 2 | | | | 19 | | | |
| 22 | Montreal, Park and Island..... | 37 09 | | 2 | | | | 41 | | | |
| 23 | Montreal Street..... | 123 67 | | 1 | | | | 736 | | | |
| 24 | Montreal Terminal..... | 18 34 | | 1 | | 1 | | 30 | | 1 | |
| 25 | Morrisburg (not under construction) | | | | | | | | | | |
| 26 | Nelson Tramway, B.C..... | 3 00 | | * | | | | 2 | | | |
| 27 | Niagara Falls, Park and River..... | 13 68 | | 1 | | 1 | | 25 | | 16 | |
| 28 | Niagara, St. Catharines and Toronto | 19 94 | | | | 1 | | 13 | | | |
| 29 | Niagara Falls, Wesley Park, Clifton (formerly Wesley Park and Clifton) | 4 50 | | * | | | | 6 | | | |
| 30 | Oshawa..... | 8 02 | | 1 | | | | 8 | | 1 | |
| 31 | Ottawa..... | 22 87 | | | | 1 | | 99 | | 4 | |
| 32 | Ottawa River Ry. (not under con- struction)..... | | | | | | | | | | |
| 33 | Port Arthur Street..... | 9 00 | | 1 | | 1 | | 7 | | 4 | |
| 34 | Port Dalhousie, St. Catharines and Thorold..... | 6 82 | | | | | | 8 | | | |
| 35 | Quebec Railway, Light and Power Co. (Citadel Division)..... | 17 22 | | | | 1 | | 63 | | | |
| 36 | Quebec Railway, Light and Power Co. (Montmorency Division)..... | 25 00 | | | | | 1 | 10 | | | |
| 37 | Sandwich, Windsor and Amherstburg | 23 15 | | 1 | | | | 26 | | 4 | |
| 38 | Sherbrooke Street..... | 7 00 | | | | 1 | | 11 | | | |
| 39 | Saint John, N.B..... | 13 00 | | 1 | | | | 29 | | | |
| 40 | Sarnia..... | 4 50 | | * | * | | | 6 | | 2 | |
| 41 | South-western Traction Co. (not in operation)..... | | 24 00 | | | | | | | | |
| 42 | Sydney and Glace Bay..... | 18 80 | | 1 | | | | 10 | | | |
| 43 | St. Thomas, Ont..... | | | | | | | | | | |
| 44 | Toronto Suburban..... | 8 50 | | 1 | | | | 6 | | | |
| 45 | Toronto and Mimico..... | 5 87 | | * | | | | 9 | | | |
| 46 | Toronto Street..... | 46 75 | | 2 | | | | 516 | | 131 | |
| 47 | Toronto and Scarboro..... | 5 07 | | * | | | | 8 | | | |
| 48 | Winnipeg Street..... | 28 00 | | 1 | | | | 63 | | 27 | |
| 49 | Woodstock, Thames Valley and Ingersoll..... | 11 50 | | 1 | | | | 7 | | | |
| 50 | Yarmouth..... | 2 06 | | 1 | | | | 3 | | 1 | |
| | | 706 50 | 46 50 | 30 | 1 | 9 | 5 | 2,137 | | 223 | |

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of Rolling Stock for the Year ended June 30, 1904.

| No. of Electric Locomotives owned. | No. of Baggage, Mail and Express Cars owned. | No. of Cattle and Box Freight Cars owned. | No. of Platform Cars owned. | No. of Coal and Dump Cars owned. | No. of Conductors Vans owned. | No. of Tool Cars owned. | No. of Snow Ploughs owned. | No. of Snow Sweepers owned. | Number. | Remarks. |
|------------------------------------|----------------------------------------------|-------------------------------------------|-----------------------------|----------------------------------|-------------------------------|-------------------------|----------------------------|-----------------------------|---------|-------------------------------------------------------------------------|
| | | | | | | 1 | | | 1 | *Power purchased from Berlin Light Commissioners. |
| | | 4 | 2 | | | | | 1 | 2 | |
| | | | | | | 2 | *5 | | 3 | *Sweepers included. |
| | | | | | | | 1 | | 4 | |
| 1 | | | 2 | | | | 1 | 1 | 5 | |
| | | | | | | | | | 6 | |
| 1 | | 3 | 1 | | | | | | 7 | |
| | 1 | | | | | | | | 8 | *Power hired from Brantford Street Ry. |
| | | | | | | | 3 | | 9 | |
| | | | 1 | | | | | | 10 | |
| | | 4 | 4 | | | | 1 | | 11 | *Power furnished by the Cataract Power Co. |
| | | | 1 | | | | | 1 | 12 | |
| | 1 | | | | | | 1 | 2 | 13 | |
| | | | | | | | | 2 | 14 | *Power rented from the Cataract Power Co. |
| | | | | | | | | | 15 | |
| | | | | | | | | 1 | 16 | |
| | 1 | | 1 | | | | 4 | 2 | 17 | *Includes one motor freight car. |
| | | | | | | | | | 18 | |
| | | | | | | | 1 | 1 | 19 | |
| | 4 | | 5 | | | | | | 20 | |
| | | 1 | 16 | | | 2 | *3 | | 21 | |
| | | | 17 | | | 3 | *28 | | 22 | *Includes sweepers. |
| | | | 2 | | | | *4 | | 23 | *Includes sweepers. |
| | | | | | | | | | 24 | *Includes sweepers. |
| | 1 | | 2 | | | | | | 25 | |
| | | 1 | 15 | | 1 | | 1 | 1 | 26 | *One sub-station. |
| | | | | | | | | | 27 | |
| | 2 | | | 2 | | | | | 28 | |
| | 3 | | | | | *1 | †9 | | 29 | *Power supplied by the Niagara, St. Catharines and Toronto Electric Ry. |
| | | | | | | | | | 30 | *Salt car. †Including sweepers. |
| | | | | | | | | | 31 | |
| | | | 2 | | | 2 | 3 | | 32 | |
| | | | | | | | | | 33 | |
| | | | | | | 1 | 2 | 6 | 34 | |
| | | | | | | | | | 35 | |
| | | | 3 | | | 1 | 2 | | 36 | |
| | | | | | | | 1 | | 37 | |
| | | | | | | | *5 | | 38 | |
| | | | | | | | | | 39 | *Sweepers included. |
| | | | | | | | | | 40 | *Power hired. |
| | | | | | | | 1 | | 41 | |
| | | | | | | | | | 42 | |
| | | | | | | | | 1 | 43 | No return received. |
| | | | | | | | | | 44 | |
| | | 1 | 1 | | | | *2 | 13 | 45 | *Power hired. |
| | | | | | | | | | 46 | Sweepers included. |
| | | | 1 | | | | 1 | | 47 | *Power hired. |
| | | | | | | | | | 48 | |
| | | | | | | | | 1 | 49 | |
| | | | | | | | | | 50 | |
| 2 | 13 | 14 | 75 | 2 | 1 | 13 | 79 | 33 | | |

4-5 EDWARD VII., A. 1905

No. 3.—SUMMARY STATEMENT of Characteristics of

| Number. | Name of Electric Railway. | Length of Line. | | | | Length of Siding. | Length of Double Track. | Weight per Yard. | | Number of Ties to Mile. |
|------------|----------------------------------------------------------------------------|-----------------------------|---------------------|-------------|--------------|-------------------|-------------------------|------------------|--------------|-------------------------|
| | | Completed. (Rails laid). | Under construction. | Iron Rails. | Steel Rails. | | | Iron Rails. | Steel Rails. | |
| | | | | | | | | Lbs. | Lbs. | |
| 1 | Berlin and Waterloo..... 3:02 | 5:52 | | | 5:52 | | | | | |
| | Leased line—Berlin & Bridgeport 2:50 | | | | | | | | | |
| 2 | Brantford Street..... | 7:00 | | | 7:00 | | | | | |
| 3 | British Columbia..... | 48:00 | | | 48:00 | | 7:50 | | | |
| 4 | Cape Breton..... | 11:80 | | | 11:80 | 36 | | | | |
| 5 | Cornwall Street..... | 6:00 | | | 6:00 | 50 | | | | |
| 6 | Egerton Tramway Co., N.S. (not in operation) | | 8:50 | | | | | | | |
| 7 | Galt, Preston and Hespeler..... 9:00 | 16:00 | | 4:50 | 11:50 | | | | | |
| | Leased Line, Preston to Berlin 7:00 | | | | | | | | | |
| 8 | Grand Valley (Brantford to Paris)..... | 6:00 | 14:00 | | 6:00 | | | | | |
| 9 | Guelph Radial..... | 5:50 | | | 5:50 | 33 | | | | |
| 10 | Halifax Tramway..... | 12:13 | | | 12:13 | 64 | 1:58 | | | |
| 11 | Hamilton and Dundas..... | 7:25 | | | 7:25 | | | | | |
| 12 | Hamilton, Grimsby and Beamsville..... | 27:50 | | | 27:50 | 2:00 | | | | |
| 13 | Hamilton Radial..... | 12:00 | | | 12:00 | 50 | | | | |
| 14 | Hamilton Street..... | 22:00 | | | 22:00 | | 10:50 | | | |
| 15 | Hull..... | 14:50 | | | 14:50 | 2:00 | 10:00 | | | |
| 16 | International Transit Co., (Sault Ste. Marie) | 3:30 | | | 3:30 | 26 | | | | |
| 17 | Kingston, Portsmouth and Cataraqui..... | 7:50 | | | 7:50 | | | | | |
| 18 | Lévis County..... | 10:25 | | | 10:25 | 63 | | | | |
| 19 | London, Aylmer & North Shore (not under construction)..... | | | | | | | | | |
| 20 | London Street..... | 31:00 | | | 31:00 | | 11:68 | | | |
| 21 | Metropolitan (Toronto)..... | 29:00 | | | 29:00 | | | | | |
| 22 | Montreal Park and Island..... | 37:99 | | | 37:99 | 2:03 | 12:75 | | | |
| 23 | Montreal Street..... | 123:67 | | | 123:67 | 9:12 | 49:24 | | | |
| 24 | Montreal Terminal..... | 18:34 | | | 18:34 | 1:50 | | | | |
| 25 | Morrisburg (not under construction)..... | | | | | | | | | |
| 26 | Nelson Tramway, B.C..... | 3:00 | | | 3:00 | 25 | | | | |
| 27 | Niagara Falls, Park and River..... | 13:68 | | | 13:68 | 89 | 11:43 | | | |
| 28 | Niagara, St. Catharines and Toronto..... | 19:94 | | 17:79 | 2:15 | | | 56 | | |
| 29 | Wesley Park and Clifton (now, Niagara Falls, Wesley Park and Clifton)..... | 4:50 | | | 4:50 | | | | | |
| 30 | Oshawa..... | 8:02 | | | 8:02 | | | | | |
| 31 | Ottawa..... | 22:87 | | | 22:87 | | 17:95 | | | |
| 32 | Ottawa River Ry (not under construction)..... | | | | | | | | | |
| 33 | Port Arthur Street..... | 9:00 | | | 9:00 | 43 | | | | |
| 34 | Port Dalhousie, St. Catharines and Thorold | 6:82 | | | 6:82 | | | | | |
| 35 | Quebec Railway, Light and Power Co. (Citadel Division)..... | 17:22 | | | 17:22 | | 5:00 | | | |
| 36 | Quebec Railway, Light and Power Co. (Montmorency Division)..... | 25:00 | | | 25:00 | 4:50 | 6:00 | | | |
| 37 | Sandwich, Windsor and Amherstburg..... | 23:15 | | | 23:15 | | | | | |
| 38 | Sherbrooke Street..... | 7:00 | | | 7:00 | | | | | |
| 39 | St. John, N.B..... | 13:00 | | | 13:00 | | | | | |
| 40 | Sarnia..... | 4:50 | | | 4:50 | | | | | |
| 41 | South-western Traction Co. (not in operation) | | 24:00 | | | | | | | |
| 42 | Sydney and Glace Bay..... | 18:80 | | | 18:80 | 33 | | | | |
| 43 | St. Thomas, Ont..... | | | | | | | | | |
| 44 | Toronto Suburban..... | 8:50 | | | 8:50 | | | | | |
| 45 | Toronto and Mimico..... | 5:87 | | | 5:87 | 39 | | | | |
| 46 | Toronto Street..... | 46:75 | | | 46:75 | 5:75 | 44:77 | | | |
| 47 | Toronto and Scarboro..... | 5:07 | | | 5:07 | 09 | | | | |
| 48 | Winnipeg Street..... | 28:00 | | | 28:00 | | | | | |
| 49 | Woodstock, Thames Valley and Ingersoll..... | 11:50 | | | 11:50 | | | | | |
| 50 | Yarmouth..... | 2:06 | | | 2:06 | | | | | |
| Total..... | | 766:50 | 46:50 | 22:29 | 744:21 | 32:50 | 188:40 | | | |

SESSIONAL PAPER No. 20

Roads, &c., for the Year ended 30th June, 1904.

| Nature of Rail Fastening. | No. of Grain Elevators. | | No. of Highway cross'gs at rail level. | | No. of over-head bridges above rail level. | No. of h'wys c'gs under r'y. | No. of farm crossings under railway. | Level crossings of other Railways. | No. of Junctions with other Railways. | No. of Junctions with Branch Lines. | Radius of sharpest curve. | No. of feet per mile of heaviest gradient. | Gauge of Railway. | Number. | Remarks. |
|-------------------------------|-------------------------|--------------|----------------------------------------|--------------|--------------------------------------------|------------------------------|--------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|---------------------------|--------------------------------------------|-------------------|---------|---------------|
| | Guarded. | Not Guarded. | Guarded. | Not Guarded. | | | | | | | | | | | |
| | | | | | Ft. | | | | | | Ft. | | | | |
| Fish plates..... | | 3 | | | | | | 2 | 1 | | 50 | 150 | 4' 8½ | 1 | |
| "..... | | 6 | | | | | | 1 | 1 | | 50 | 253 | 4' 8½ | 2 | |
| Fish plates and angle bars. | | | | | | | | 7 | 1 | | 27 | 630 | 4' 8½ | 3 | |
| Not given..... | | | | | | | | 3 | | | 58 | 348 | 4' 7½ | 4 | |
| Fish plates and bolts..... | | | | | | | | | | | 50 | 100 | 4' 8½ | 5 | |
| "..... | | | | | | | | | | | | | | 6 | |
| Straight ties..... | | 11 | | | | | | 1 | 1 | | 72 | 264 | 4' 8½ | 7 | |
| Atlas joints..... | | 6 | | | | | | | | | 75 | | 4' 8½ | 8 | |
| Fish plates and bolts.... | 1 | 1 | | | | | | 2 | | | 45 | 8 | 4' 8½ | 9 | |
| Not given..... | | | | | | | | | | | 30 | 581 | 4' 8½ | 10 | |
| Angle bars..... | | 1 | 1 | 14½ | | | | 2 | 2 | | 38 | 158 | 4' 8½ | 11 | |
| • Fish plates and angle bars. | | 42 | | | | | | 5 | 1 | | 127 | 211 | 4' 8½ | 12 | |
| Angle bars..... | 2 | 2 | 2 | 16 | | | | 4 | 1 | | 105 | 158 | 4' 8½ | 13 | |
| Fish plates..... | | 7 | | | | | | 3 | 1 | | 40 | 370 | 4' 8½ | 14 | |
| "..... | | | | | | | | 2 | 1 | 3 | 193 | 264 | 4' 8½ | 15 | |
| Bonanza joints..... | | | | | | | | 1 | 1 | | 50 | 20 | 4' 8½ | 16 | |
| Angle fish plates..... | | 55 | | | | | | 1 | 1 | 3 | 35 | 1000 | 4' 8½ | 17 | |
| Six-bolt angle bars..... | | | | | | | | 1 | | | 46 | 686 | 4' 8½ | 18 | |
| "..... | | | | | | | | | | | | | | 19 | |
| Plates and angle bars..... | 3 | 2 | 1 | | | | | | 1 | | 40 | 5 | 4' 8½ | 20 | |
| Angle bars..... | | | 1 | 22 | | | | | 1 | | 15 | 455 | 4' 8½ | 21 | |
| Fish plates and angle bars. | | | | | | | | 5 | 4 | | 50 | 264 | 4' 8½ | 22 | |
| Angle bars..... | | | 4 | 20½ | 3 | | | | | | 40 | 633 | 4' 8½ | 23 | |
| Fish plates..... | | | | | | | | 15 | 6 | | | | | | |
| Angle plate..... | | 11 | | | | | | 12 | 1 | | 45 | 422 | 4' 8½ | 24 | |
| "..... | | | | | | | | | | | | | | 25 | |
| Fish plates..... | | | | | | | | | | | 60 | 633 | 4' 8½ | 26 | |
| Standard angle bar plates. | 1 | 16 | 2 | 14&22 | | | | 2 | 2 | 1 | 115 | 300 | 4' 8½ | 27 | |
| Continuous rail joints..... | | 35 | 3 | 22 | 6 | | | 2 | 2 | | 50 | 182 | 4' 8½ | 28 | |
| Continuous rail joints.... | 1 | 19 | | | | | | 1 | 2 | | 50 | 150 | 4' 8½ | 29 | |
| Angle iron..... | | 28 | | | | | | 1 | 1 | | 80 | 211 | 4' 8½ | 30 | |
| Fish plates and angle bars. | | | 1 | 17 | | | | 5 | 2 | | 35 | 422 | 4' 8½ | 31 | |
| "..... | | | | | | | | | | | | | | 32 | |
| Fish plates..... | | | | | | | | 1 | 1 | | 30 | 2 | 4' 8½ | 33 | |
| Continuous rail joint..... | | 25 | 2 | 25 | | | | 1 | 1 | | 50 | 150 | 4' 8½ | 34 | |
| Plain and angle fish plates. | 1 | | | | | | | 1 | | | 35 | 752 | 4' 8½ | 35 | |
| • "..... | | 10 | | | | | | 1 | 2 | | 1433 | 42 | 4' 8½ | 36 | |
| Fish plates..... | | | | | | | | 1 | | | 45 | 10 | 4' 8½ | 37 | |
| "..... | | | | | | | | 2 | | | 96 | 739 | 4' 8½ | 38 | |
| Heavy angle bars and bolts | | | | | | | | 1 | | | 40 | 475 | 4' 8½ | 39 | |
| Fish plates..... | | 1 | | | | | | | | | | | | 40 | |
| "..... | | | | | | | | | | | | | | 41 | |
| Angle iron..... | | | | | | | | | | | 58 | 8 | 4' 7 | 42 | |
| Not given..... | | | | | | | | 4 | 1 | | 35 | 422 | 4' 10½ | 43 | No ret. recd. |
| "..... | | | | | | | | | | | 65 | 264 | 4' 10½ | 44 | |
| "..... | | | | | | | | 5 | 2 | | 40 | 264 | 4' 10½ | 45 | |
| "..... | | | | | | | | | 1 | | 65 | 211 | 4' 10½ | 46 | |
| Angle bars..... | | | | | | | | 8 | | | 31 | 1 | 4' 8½ | 47 | |
| Fish plates..... | | 5 | | | | | | 1 | | | 50 | 290 | 4' 8½ | 48 | |
| Angle iron and fish plates.. | 1 | | | | | | | 1 | | | 50 | 4' 8½ | | 49 | |
| "..... | | | | | | | | | | | | | | 50 | |
| | 19 | 286 | 17 | | | 9 | | 102 | 42 | 7 | | | | | |

4-5 EDWARD VII., A. 1905

No. 4.—SUMMARY STATEMENT of the Operations of the

| Number. | Name of Electric Railway. | Mileage. | CAR MILEAGE. | | | Locomotive Mileage. |
|---------|----------------------------------------------------------------------------------------|----------|-----------------|---------------|--------------------|---------------------|
| | | | Passenger Cars. | Freight Cars. | Total Car Mileage. | |
| 1 | Berlin and Waterloo..... 3' 02" | 5' 52" | 94,180 | | 94,180 | |
| | Leased Line—Berlin and Bridgeport.. 2' 50" | | | | | |
| 2 | Brantford Street..... 7' 00" | 7' 00" | 80,400 | | 80,400 | |
| 3 | British Columbia..... 48' 00" | 48' 00" | 1,867,580 | 43,732 | 1,911,312 | |
| 4 | Cape Breton..... 11' 80" | 11' 80" | 294,354 | | 294,354 | |
| 5 | Cornwall Street..... 6' 00" | 6' 00" | 172,233 | 12,109 | 184,342 | |
| | Galt, Preston and Hespeler..... 9' 00" | 16' 00" | 135,310 | 12,350 | 147,660 | |
| 6 | Leased Line—Preston to Berlin..... 7' 00" | | | | | |
| 7 | Grand Valley, (Brantford to Paris)..... 6' 00" | 6' 00" | 68,664 | | 68,664 | |
| 8 | Guelph Radial..... 5' 50" | 5' 50" | 210,000 | 1,400 | 211,400 | |
| 9 | Halifax Tramway..... 12' 13" | 12' 13" | 715,470 | | 715,470 | |
| 10 | Hamilton and Dundas..... 7' 25" | 7' 25" | 74,483 | | 74,483 | |
| 11 | Hamilton, Grimsby and Beamsville..... 27' 50" | 27' 50" | 215,662 | 18,970 | 234,632 | |
| 12 | Hamilton Radial..... 12' 00" | 12' 00" | 203,473 | | 203,473 | |
| 13 | Hamilton Street..... 22' 00" | 22' 00" | 1,261,984 | | 1,261,984 | |
| 14 | Hull..... 14' 50" | 14' 50" | 475,314 | 14,628 | 489,942 | 14,628 |
| 15 | International Transit, (Sault Ste. Marie)..... 3' 30" | 3' 30" | 163,648 | | 163,648 | |
| 16 | Kingston, Portamouth and Cataraqui..... 7' 70" | 7' 70" | 80,011 | | 80,011 | |
| 17 | Lévis County..... 10' 25" | 10' 25" | 219,388 | | 219,388 | |
| 18 | London Street..... 31' 00" | 31' 00" | 1,198,642 | | 1,198,642 | |
| 19 | Metropolitan (Toronto)..... 25' 00" | 25' 00" | 250,000 | | 250,000 | |
| 20 | Montreal, Park and Island..... 37' 99" | 37' 99" | 675,503 | 10,920 | 686,423 | |
| 21 | Montreal Street..... 123' 67" | 123' 67" | 12,080,791 | | 12,080,791 | |
| 22 | Montreal Terminal..... 18' 31" | 18' 31" | 564,080 | | 564,080 | 20,576 |
| 23 | Morrisburg, (not under construction)..... | | | | | |
| 24 | Nelson Tramway, B.C..... 3' 00" | 3' 00" | 34,330 | | 34,330 | |
| 25 | Niagara Falls, Park and River..... 13' 68" | 13' 68" | 301,258 | 18,580 | 319,838 | |
| 26 | Niagara, St. Catharines and Toronto..... 19' 94" | 19' 94" | 216,782 | 297,673 | 514,455 | |
| 27 | Niagara Falls, Wesley Park and Clifton, (formerly Wesley Park and Clifton)..... 4' 50" | 4' 50" | 141,835 | | 141,835 | |
| 28 | Oshawa..... 8' 02" | 8' 02" | 36,416 | 19,356 | 55,772 | |
| 29 | Ottawa..... 22' 87" | 22' 87" | 2,353,729 | | 2,353,729 | |
| 30 | Port Arthur Street..... 9' 00" | 9' 00" | 157,223 | | 157,223 | |
| 31 | Port Dalhousie, St. Catharines and Thorold.... 6' 82" | 6' 82" | 104,829 | | 104,829 | |
| 32 | Quebec Ry., Light and Power Co. (Citadel Div.)..... 17' 22" | 17' 22" | 1,138,546 | | 1,138,546 | |
| 33 | " " " (Montmorency Div.)..... 25' 00" | 25' 00" | 170,849 | | 170,849 | |
| 34 | Sandwich, Windsor and Amherstburg..... 23' 15" | 23' 15" | 541,779 | | 541,779 | |
| 35 | Sherbrooke Street..... 7' 00" | 7' 00" | 370,353 | | 370,353 | |
| 36 | St. John, N.B..... 13' 00" | 13' 00" | 520,173 | | 520,173 | |
| 37 | Sarnia Street..... 4' 50" | 4' 50" | 82,632 | | 82,632 | |
| 38 | South-Western..... | | | | | |
| 39 | Sydney and Glace Bay..... 18' 80" | 18' 80" | 331,900 | | 331,900 | |
| 40 | St. Thomas Street..... | | | | | |
| 41 | Toronto Suburban..... 8' 50" | 8' 50" | 163,748 | | 163,748 | |
| 42 | Toronto and Mimico..... 5' 87" | 5' 87" | 175,580 | | 175,580 | |
| 43 | Toronto Street..... 46' 75" | 46' 75" | 11,808,389 | | 11,808,389 | |
| 44 | Toronto and Scarboro..... 5' 07" | 5' 07" | 179,702 | | 179,702 | |
| 45 | Winnipeg Street..... 28' 00" | 28' 00" | 1,513,458 | | 1,513,458 | |
| 46 | Woodstock, Thames Valley and Ingersoll..... 11' 50" | 11' 50" | 91,805 | | 91,805 | |
| 47 | Yarmouth..... 2' 06" | 2' 06" | 79,920 | | 79,920 | |
| | Totals..... | 766' 30" | 41,616,406 | 449,718 | 42,066,124 | 35,204 |

SESSIONAL PAPER No. 20

Year and Mileage for the Year ended June 30, 1904.

| Total Number of Passengers Carried. | Tons of Freight of 2,000 lbs., Handled. | Average Rate of Speed of Passenger Cars. Miles per Hour. | Average Rate of Speed of Freight Cars. Miles per Hour. | Number. | Remarks. |
|----------------------------------------------|--------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------|---------|---------------------------------------|
| 536,000 | | 7 | | 1 | |
| 228,810 | | 10 | | 2 | |
| 8,869,486 | 6,066 | 8 | 8 | 3 | |
| 1,266,862 | | 5 | | 4 | |
| 278,761 | | 12 | 5 | 5 | |
| 382,901 | 30,831 | 10 | 6 | 6 | |
| 203,134 | 15 | 15 | | 7 | |
| 488,932 | 8,000 | | | 8 | |
| 3,369,280 | | 6 | | 9 | |
| 337,273 | 1,310 | 14 | | 10 | |
| 355,622 | 6,644 | 15 | 15 | 11 | |
| 715,235 | 2,600 | 25 | | 12 | |
| 5,266,748 | | 12 | | 13 | |
| 869,201 | 27,753 | 25 | 25 | 14 | |
| 556,206 | 883 | 8 | | 15 | |
| 641,121 | | 9 | 5 | 16 | |
| 978,992 | | 8 | | 17 | |
| 4,104,719 | | 9 | | 18 | |
| 521,063 | | 20 | | 19 | Taken from last year's return (1903). |
| 1,715,598 | 13,340 | 15 | 10 | 20 | |
| 59,595,886 | | 8 | | 21 | |
| 935,419 | 49,167 | 20 | 12 | 22 | |
| | | | | 23 | Not under construction. |
| 83,933 | | 8 | | 24 | |
| 1,100,008 | 77,900 | 9 | 7 | 25 | |
| 733,045 | 109,565 | 30 | 15 | 26 | |
| 512,062 | | 8 | | 27 | |
| 134,228 | 66,087 | | | 28 | |
| 7,649,850 | | 8 | | 29 | |
| 646,295 | | 15 | | 30 | |
| 369,593 | | 8 | | 31 | |
| 4,457,761 | | 8 | | 32 | |
| 721,330 | | 21 | | 33 | |
| 1,984,663 | | | | 34 | |
| 800,000 | | 15 | | 35 | Return incomplete. |
| 1,396,389 | | 7 | | 36 | |
| 510,502 | | 8 | | 37 | |
| | | | | 38 | Not in operation. |
| 2,008,180 | | 10 | | 39 | |
| | | | | 40 | No return received. |
| 478,590 | | 9 | | 41 | |
| 543,889 | | | | 42 | |
| 56,675,490 | | | | 43 | |
| 478,868 | | | | 44 | |
| 7,763,562 | | 10 | | 45 | |
| 224,424 | | 15 | | 46 | |
| 176,067 | | 8 | | 47 | |
| 181,689,998 | 400,161 | | | | |

4-5 EDWARD VII., A. 1905

No. 5.—SUMMARY STATEMENT of Description of

| Number. | NAME OF ELECTRIC RAILWAY. | Mileage. | Flour. | | Grain. | | Live Stock. | |
|---------|------------------------------------------|----------|----------|-------|----------|-------|-------------|------|
| | | | Barrels. | Tons. | Bushels. | Tons. | No. | Tons |
| 1 | Berlin and Waterloo..... | 3.02 | | | | | | |
| | Leased Line.—Berlin and | | | | | | | |
| | Bridgeport..... | 2.50 | | | | | | |
| 2 | Brantford Street..... | 7.00 | | | | | | |
| 3 | British Columbia..... | 48.00 | | | | | | |
| 4 | Cape Breton..... | 11.80 | | | | | | |
| 5 | Cornwall Street..... | 6.00 | | | | | | |
| 6 | Galt, Preston and Hespeler— | 9.00 | | | | | | |
| | Leased Line—Preston to | | | | | | | |
| | Berlin..... | 7.00 | 22,900 | 2,301 | 31,000 | 903 | 420 | 270 |
| 7 | Grand Valley (Brantford to Paris)... | 6.00 | | | | | | |
| 8 | Guelph Radial..... | 5.50 | | | | | | |
| 9 | Halifax Tramway..... | 12.13 | | | | | | |
| 10 | Hamilton and Dundas..... | 7.25 | | | | | | |
| 11 | Hamilton, Grimsby and Beamsville..... | 27.50 | | | 900 | 27 | 42 | 17 |
| 12 | Hamilton Radial..... | 12.00 | | | | | | |
| 13 | Hamilton Street..... | 22.00 | | | | | | |
| 14 | Hull..... | 14.50 | 1,000 | 100 | | | 518 | 185 |
| 15 | International Transit Co. (Sault Ste. | | | | | | | |
| | Marie)..... | 3.30 | | | | | | |
| 16 | Kingston, Portsmouth and Cataraqui..... | 7.50 | | | | | | |
| 17 | Levis County..... | 10.25 | | | | | | |
| 18 | London Street..... | 31.00 | | | | | | |
| 19 | Metropolitan (Toronto)..... | 29.00 | | | | | | |
| 20 | Montreal Park and Island..... | 37.99 | | | | | | |
| 21 | Montreal Street..... | 123.67 | | | | | | |
| 22 | Montreal Terminal..... | 18.34 | | 203 | | | | |
| 23 | Morrisburg (not under construction)..... | | | | | | | |
| 24 | Nelson Tramway, B.C..... | 3.00 | | | | | | |
| 25 | Niagara Falls Park and River..... | 13.68 | | | | | | |
| 26 | Niagara, St. Catharines and Toronto..... | 19.94 | 24,950 | 2,495 | 56,071 | 985 | 40 | 20 |
| 27 | Niagara Falls, Wesley Park and Clifton | | | | | | | |
| | (formerly Wesley Park and Clifton)..... | 4.50 | | | | | | |
| 28 | Oshawa..... | 8.02 | 2,670 | 267 | 79,381 | 2,183 | 284 | 190 |
| 29 | Ottawa..... | 22.87 | | | | | | |
| 30 | Port Arthur Street..... | 9.00 | | | | | | |
| 31 | Port Dalhousie, St. Catharines and | | | | | | | |
| | Thorold Street..... | 6.82 | | | | | | |
| 32 | Quebec Railway, Light and Power | | | | | | | |
| | Co. (Citadel Division)..... | 17.22 | | | | | | |
| 33 | Quebec Railway, Light and Power | | | | | | | |
| | Co. (Montmorency Division)..... | 25.00 | | | | | | |
| 34 | Sandwich, Windsor and Amherstburg..... | 23.15 | | | | | | |
| 35 | Sherbrooke Street..... | 7.00 | | | | | | |
| 36 | St. John, N.B..... | 13.00 | | | | | | |
| 37 | Sarnia Street..... | 4.50 | | | | | | |
| 38 | South-western..... | | | | | | | |
| 39 | Sydney and Glace Bay..... | 18.80 | | | | | | |
| 40 | St. Thomas, Ont..... | | | | | | | |
| 41 | Toronto Suburban..... | 8.50 | | | | | | |
| 42 | Toronto and Mimico..... | 5.87 | | | | | | |
| 43 | Toronto Street..... | 46.75 | | | | | | |
| 44 | Toronto and Scarborough..... | 5.07 | | | | | | |
| 45 | Winnipeg Street..... | 28.00 | | | | | | |
| 46 | Woodstock, Thames Valley and Inger- | | | | | | | |
| | soll..... | 11.50 | | | | | | |
| 47 | Yarmouth..... | 2.06 | | | | | | |
| | | 766.50 | 51,520 | 5,366 | 167,352 | 4,098 | 1,304 | 691 |

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Freight Carried for the Year ended June 30, 1904.

| Lumber of all kinds, Ft. B. M. | | Coal and other Fuel. | | Manufac- tured Goods. | All other Articles. | Total Weight Carried. | Number. | Remarks. |
|--------------------------------------|--------|----------------------------|--------|-----------------------------|---------------------------|-----------------------------|---------|------------------------------|
| Feet. | Tons. | Cords. | Tons. | Tons. | Tons. | Tons. | | |
| | | | | | | | 1 | |
| | | | | | | | 2 | |
| | | | | 6,066 | | 6,066 | 3 | |
| | | | | | | | 4 | |
| | | | | | | | 5 | |
| 430,000 | 618 | | 6,709 | 1,655 | 18,375 | 30,831 | 6 | |
| | | | | | 15 | 15 | 7 | |
| | 542 | | 3,893 | 585 | 2,980 | 8,000 | 8 | |
| | | | | | | | 9 | |
| | | | | | 1,310 | 1,310 | 10 | |
| 12,000 | 16 | | 20 | 15 | 6,549 | 6,644 | 11 | |
| | | | | | 2,600 | 2,600 | 12 | |
| | | | | | | | 13 | |
| 17,988,102 | 23,560 | | 1,170 | 2,320 | 418 | 27,753 | 14 | |
| | | | | | 883 | 883 | 15 | |
| | | | | | | | 16 | |
| | | | | | | | 17 | |
| | | | | | | | 18 | |
| | | | 470 | 1,041 | 11,829 | 13,340 | 19 | |
| | | | | | | | 20 | |
| | 2,661 | | 9,329 | 22,812 | 14,162 | 49,167 | 21 | |
| | | | | | | | 22 | |
| | | | | | | | 23 | |
| | | | | | | | 24 | |
| 318,950 | 8,060 | | 2,125 | 19,420 | 77,900 | 77,900 | 25 | *Stone and building material |
| | | | | | 76,460 | 109,565 | 26 | |
| | | | | | | | 27 | |
| 3,898,857 | 6,823 | | 1,494 | 13,638 | 41,483 | 66,087 | 28 | |
| | | | | | | | 29 | |
| | | | | | | | 30 | |
| | | | | | | | 31 | |
| | | | | | | | 32 | |
| | | | | | | | 33 | |
| | | | | | | | 34 | |
| | | | | | | | 35 | |
| | | | | | | | 36 | |
| | | | | | | | 37 | |
| | | | | | | | 38 | Not in operation. |
| | | | | | | | 39 | |
| | | | | | | | 40 | No return received. |
| | | | | | | | 41 | |
| | | | | | | | 42 | |
| | | | | | | | 43 | |
| | | | | | | | 44 | |
| | | | | | | | 45 | |
| | | | | | | | 46 | |
| | | | | | | | 47 | |
| 22,647,909 | 42,280 | | 25,210 | 67,552 | 254,964 | 400,161 | | |

4-5 EDWARD VII., A. 1905

No. 6.—SUMMARY STATEMENT of Earnings

| Number. | Name of Electric Railway. | Mileage. | Passenger Traffic. | | Freight Traffic. | | Mails and Express Freight. | |
|---------|------------------------------------------------------------------------------|----------|--------------------|----|------------------|----|----------------------------|----|
| | | | \$ cts. | | \$ cts. | | \$ cts. | |
| 1 | Berlin and Waterloo... 3.02 | 5.52 | 21,721 | 29 | | | 631 | 29 |
| | Leased line—Berlin and Bridgeport... 2.50 | | | | | | | |
| 2 | Brantford Street | 7.00 | 12,433 | 13 | | | | |
| 3 | British Columbia | 48.00 | 431,331 | 02 | 13,197 | 40 | 480 | 00 |
| 4 | Cape Breton | 11.80 | 63,343 | 10 | | | | |
| 5 | Cornwall Street | 6.00 | 12,501 | 18 | 6,129 | 91 | 250 | 00 |
| 6 | Galt, Preston and Hespler... 9.00 | 16.00 | 28,074 | 27 | 10,944 | 79 | 1,645 | 44 |
| | Leased line—Preston to Berlin... 7.00 | | | | | | | |
| 7 | Grand Valley (Brantford to Paris) | 6.00 | 21,247 | 99 | 275 | 04 | | |
| 8 | Guelph Radial | 5.50 | 17,112 | 62 | 800 | 32 | | |
| 9 | Halifax Tramway | 12.13 | 150,186 | 64 | | | | |
| 10 | Hamilton and Dundas | 7.25 | 28,952 | 03 | 1,781 | 77 | 75 | 63 |
| 11 | Hamilton, Grimsby and Beamsville | 27.50 | 47,419 | 07 | 11,324 | 94 | 6,088 | 07 |
| 12 | Hamilton Radial | 12.00 | 63,471 | 21 | 3,388 | 85 | 431 | 98 |
| 13 | Hamilton Street | 22.00 | 217,197 | 87 | | | | |
| 14 | Hull | 14.50 | 54,601 | 25 | 7,111 | 31 | 600 | 00 |
| 15 | International Transit Co. (Sault Ste. Marie) | 3.30 | 44,217 | 33 | 1,767 | 10 | | |
| 16 | Kingston, Portsmouth and Cataraqui | 7.50 | 26,524 | 15 | 443 | 00 | 4,887 | 91 |
| 17 | Levis County | 10.25 | 31,041 | 04 | | | | |
| 18 | London Street | 31.00 | 157,794 | 48 | | | | |
| 19 | Metropolitan (Toronto) | 29.00 | 69,029 | 53 | 8,239 | 10 | 2,000 | 00 |
| 20 | Montreal Park and Island | 37.99 | 158,109 | 67 | 1,858 | 44 | | |
| 21 | Montreal Street | 123.67 | 2,385,846 | 87 | | | | |
| 22 | Montreal Terminal | 18.34 | 62,849 | 10 | 12,916 | 25 | 500 | 00 |
| 23 | Morrisburg (not under construction) | | | | | | | |
| 24 | Nelson Tramway, B. C. | 3.00 | 4,712 | 85 | | | | |
| 25 | Niagara Falls, Park and River | 13.68 | 94,668 | 07 | 21,127 | 00 | | |
| 26 | Niagara, St. Catharines and Toronto | 19.94 | 75,433 | 68 | 44,355 | 33 | 1,162 | 20 |
| 27 | Niagara Falls, Wesley Park and Clifton (formerly Wesley Park and Clifton) | 4.50 | 26,959 | 60 | | | | |
| 28 | Oshawa | 8.02 | 7,401 | 61 | 28,434 | 80 | 2,877 | 71 |
| 29 | Ottawa | 22.87 | 358,411 | 75 | | | 4,000 | 00 |
| 30 | Port Arthur Street | 9.00 | 36,212 | 90 | | | | |
| 31 | Port Dalhousie, St. Catharines and Thorold | 6.82 | 17,706 | 10 | | | | |
| 32 | Quebec Railway, Light and Power Co. (Citation Division) | 17.22 | 189,467 | 50 | | | 750 | 00 |
| 33 | Quebec Railway, Light and Power Co. (Montmorency Division) | 25.00 | 85,189 | 49 | | | 898 | 82 |
| 34 | Sandwich, Windsor and Amherstburg | 23.15 | 97,273 | 08 | | | 1,303 | 20 |
| 35 | Sherbrooke Street | 7.00 | 27,000 | 00 | | | | |
| 36 | Saint John, N. B. | 13.00 | 106,880 | 88 | | | | |
| 37 | Sarnia | 4.50 | 21,639 | 25 | 3,047 | 52 | 688 | 00 |
| 38 | South-western | | | | | | | |
| 39 | Sydney and Glace Bay | 18.80 | 91,359 | 66 | | | 779 | 36 |
| 40 | St. Thomas (Ont.) | | | | | | | |
| 41 | Toronto Suburban | 8.50 | 20,652 | 99 | | | | |
| 42 | Toronto and Mimico | 5.87 | 28,916 | 96 | | | | |
| 43 | Toronto Street | 46.75 | 2,298,720 | 89 | | | | |
| 44 | Toronto and Scarborough | 5.07 | 19,619 | 76 | | | | |
| 45 | Winnipeg Street | 28.00 | 337,323 | 82 | | | | |
| 46 | Woodstock, Thames Valley and Ingersoll | 11.50 | 16,878 | 46 | | | 564 | 00 |
| 47 | Yarmouth | 2.06 | 7,900 | 47 | | | 125 | 00 |
| | | 766.50 | 8,082,373 | 63 | 182,143 | 47 | 30,738 | 70 |

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for the Year ending June 30, 1904.

| Other Sources. | Total Gross Earnings. | Total Net Earnings. | Proportion of Earnings to Working Expenses. | Earnings per Car Mile. | Number. | Remarks. |
|----------------|-----------------------|---------------------|---------------------------------------------|------------------------|---------|---------------------|
| \$ cts. | \$ cts. | \$ cts. | p. c. | Cts. | | |
| 1,115 18 | 23,467 76 | —1,048 78 | 96 | 25 | 1 | |
| 5,720 50 | 18,158 63 | —3,441 96 | 84 | 22 | 2 | |
| 1,500 00 | 454,508 42 | 159,824 11 | 154 | 23 | 3 | |
| 9,668 95 | 73,012 05 | 6,034 96 | 109 | 25 | 4 | |
| 1,077 05 | 19,958 14 | 476 17 | 102 | 11 | 5 | |
| 352 64 | 41,017 14 | 2,273 89 | 105 | 28 | 6 | |
| 3,531 22 | 25,084 85 | 5,405 76 | 127 | 36 | 7 | |
| 1,976 47 | 19,889 41 | 1,800 00 | 109 | 09 | 8 | |
| 678 96 | 150,865 60 | 39,931 97 | 136 | 21 | 9 | |
| 5,912 95 | 36,722 38 | 19,202 23 | 209 | 49 | 10 | |
| 934 23 | 63,766 36 | 31,271 41 | 190 | 28 | 11 | |
| ..... | 67,292 04 | 32,969 19 | 196 | 33 | 12 | |
| 2,902 48 | 220,100 35 | 80,811 22 | 158 | 17 | 13 | |
| 22,560 76 | 81,873 32 | 14,365 89 | 120 | 17 | 14 | |
| 2,455 15 | 48,439 00 | 2,630 95 | 105 | 29 | 15 | |
| 911 56 | 32,766 62 | 7,569 98 | 130 | 41 | 16 | |
| 50 00 | 35,094 04 | 11,993 04 | 152 | 16 | 17 | |
| 7,211 72 | 165,006 20 | 46,926 83 | 139 | 14 | 18 | |
| 128 00 | 79,396 63 | 24,415 35 | 144 | ..... | 19 | |
| 517 91 | 160,486 02 | —9,081 14 | 94 | 23 | 20 | |
| 26,916 45 | 2,412,763 32 | 939,561 83 | 163 | 20 | 21 | |
| 7,390 29 | 83,686 64 | 18,968 59 | 129 | 15 | 22 | |
| ..... | 4,712 85 | —10,365 86 | 31 | 14 | 23 | |
| 8,406 51 | 124,201 58 | 70,583 96 | 231 | 39 | 24 | |
| 2,482 25 | 123,433 46 | 37,335 28 | 143 | 28 | 25 | |
| ..... | 26,969 60 | 15,911 12 | 244 | 18 | 26 | |
| 1,468 90 | 40,183 02 | 3,686 45 | 110 | 72 | 27 | |
| ..... | 362,411 75 | 143,415 16 | 165 | 15 | 28 | |
| 510 95 | 36,723 85 | 9,165 33 | 133 | 23 | 29 | |
| ..... | 17,706 10 | 7,234 41 | 169 | 17 | 30 | |
| ..... | 190,217 50 | 54,029 45 | 139 | 17 | 31 | |
| ..... | 86,498 31 | 35,716 64 | 170 | 51 | 32 | |
| 410 00 | 117,672 00 | 48,945 81 | 171 | 22 | 33 | |
| 19,095 63 | 27,000 00 | 11,225 00 | 171 | 07 | 34 | |
| ..... | 106,880 88 | 37,831 79 | 154 | 20 | 35 | Incomplete return |
| 4,074 90 | 29,449 67 | 6,648 65 | 129 | 35 | 36 | |
| ..... | 92,173 02 | 27,073 62 | 141 | 28 | 37 | Not in operation. |
| 34 00 | 21,080 99 | 1,172 54 | 105 | 13 | 38 | |
| 428 00 | 28,916 96 | 8,864 87 | 144 | 16 | 39 | No return received. |
| ..... | 2,310,620 14 | 1,008,393 20 | 177 | 19 | 40 | |
| 11,899 25 | 19,619 76 | 5,014 38 | 134 | 11 | 41 | |
| ..... | 338,503 82 | 163,000 76 | 192 | 22 | 42 | |
| 1,180 00 | 19,648 29 | 9,659 40 | 196 | 21 | 43 | |
| 2,205 83 | 10,640 11 | 638 78 | 106 | 13 | 44 | |
| 2,614 64 | | | | | 45 | |
| | | | | | 46 | |
| 158,353 38 | 8,453,609 18 | 3,127,092 23 | | | 47 | |

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No. 7.—SUMMARY STATEMENT of Operating

| Number. | Name of Electric Railway. | Mileage | Maintenance of Way Buildings, &c. | Cost of Motive Power. | Maintenance of Cars. |
|---------|-------------------------------------------------------------------------------------|---------|-----------------------------------------|--------------------------|-------------------------|
| | | | \$ cts. | \$ cts. | \$ cts. |
| 1 | Berlin and Waterloo..... 3'02 | 5 52 | 2,310 81 | 8,411 68 | 1,925 00 |
| | Leased line—Berlin and Bridgeport.. 2'50 | 7 00 | 666 00 | 7,130 06 | |
| 2 | Brantford Street | 48 00 | 16,921 54 | | 33,093 05 |
| 3 | British Columbia..... | 11 80 | 7,212 99 | 29,006 25 | 8,346 15 |
| 4 | Cape Breton..... | 6 00 | 2,560 86 | 1,678 91 | 3,543 05 |
| 5 | Cornwall Street | 9 00 | | | |
| 6 | Galt, Preston and Hespeier..... 9'00 | 16 00 | 6,231 77 | 18,355 47 | 900 00 |
| | Leased line—Preston and Berlin... 7'00 | 6 00 | | 5,820 58 | |
| 7 | Grand Valley (Brantford to Paris) | 5 50 | 4,770 59 | 3,715 09 | 8,640 84 |
| 8 | Guelph Radial | 12 13 | 9,480 93 | 27,849 39 | 15,349 48 |
| 9 | Halifax Tramway | 7 25 | 4,529 39 | 2,231 49 | 684 85 |
| 10 | Hamilton and Dundas..... | 27 50 | 6,811 73 | 7,613 40 | 3,244 25 |
| 11 | Hamilton, Grimsby and Beamsville..... | 12 00 | 3,408 18 | 8,026 69 | 4,398 89 |
| 12 | Hamilton Radial..... | 22 00 | 17,842 47 | 32,973 86 | 8,124 33 |
| 13 | Hamilton Street..... | 14 50 | 10,354 57 | 4,634 84 | 7,833 34 |
| 14 | Hull | 3 30 | 1,384 75 | 6,000 00 | 2,576 94 |
| 15 | International Transit Co. (Sault Ste. Marie)... | 7 50 | 104 76 | 12,849 83 | 2,426 54 |
| 16 | Kingston, Portsmouth and Cataraqui..... | 10 25 | 4,121 32 | 8,178 59 | 841 27 |
| 17 | Levis County | 31 00 | 1,806 48 | 26,386 00 | 6,449 32 |
| 18 | London Street..... | 29 00 | 11,545 10 | 11,802 14 | 7,434 36 |
| 19 | Metropolitan (Toronto)..... | 37 99 | 44,529 53 | 47,565 61 | 18,388 76 |
| 20 | Montreal Park and Island..... | 123 67 | 193,684 02 | 215,701 27 | 207,287 52 |
| 21 | Montreal Street..... | 18 34 | 11,036 87 | 19,677 29 | 2,711 44 |
| 22 | Montreal Terminal..... | | | | |
| 23 | Morrisburg (not under construction)... | 3 00 | 218 40 | 4,006 24 | 2,478 00 |
| 24 | Nelson Tramway, B.C..... | 13 68 | 8,643 87 | 14,589 58 | 3,906 07 |
| 25 | Niagara Falls Park and River | 19 94 | 17,355 86 | 13,537 41 | 7,494 90 |
| 26 | Niagara, St. Catharines and Toronto..... | 4 50 | 1,427 18 | 5,697 44 | 1,606 44 |
| 27 | Niagara Falls, Wesley Park and Clifton (former- ly Wesley Park and Clifton)..... | 8 02 | 7,351 76 | 10,101 09 | 1,560 02 |
| 28 | Oshawa..... | 22 87 | 35,884 04 | 19,019 15 | 30,114 08 |
| 29 | Ottawa..... | 9 00 | 7,450 45 | 3,061 42 | 5,860 89 |
| 30 | Port Arthur Street..... | 6 82 | 1,714 40 | 4,707 23 | 1,433 36 |
| 31 | Port Dalhousie, St. Catharines and Thorold..... | 17 22 | 22,827 98 | 77,816 76 | 7,476 64 |
| 32 | Quebec Railway, Light and Power Co. (Citadel Division)..... | 25 00 | 11,267 05 | 9,714 10 | 4,513 55 |
| 33 | Quebec Railway, Light and Power Co. (Mont- morency Division)..... | 23 15 | 10,195 74 | 24,268 22 | 2,476 10 |
| 34 | Sandwich, Windsor and Amherstburg..... | 7 00 | 12,275 00 | | 1,000 00 |
| 35 | Sherbrooke Street..... | 13 00 | 14,814 50 | 19,133 29 | 11,190 29 |
| 36 | St. John, N.B..... | 4 50 | 1,000 90 | | 2,545 99 |
| 37 | Sarnia..... | | | | |
| 38 | South-western | 18 80 | 7,843 60 | 17,278 38 | 12,240 46 |
| 39 | Sydney and Glace Bay..... | 8 50 | 2,004 19 | 13,615 09 | 948 52 |
| 40 | St. Thomas (Ontario)..... | 5 87 | 7,464 77 | 2,194 65 | 1,199 67 |
| 41 | Toronto Suburban | 46 75 | 59,776 39 | 562,473 90 | 196,823 88 |
| 42 | Toronto and Mimico | 5 07 | 1,957 13 | 2,245 20 | 518 21 |
| 43 | Toronto Street..... | 28 00 | 12,206 97 | 53,694 86 | 19,341 35 |
| 44 | Toronto and Scarborough..... | 11 50 | 901 63 | 4,789 36 | 328 96 |
| 45 | Winnipeg Street..... | 2 06 | 250 00 | 9,047 55 | 57 00 |
| 46 | Woodstock, Thames Valley and Ingersoll..... | | | | |
| 47 | Yarmouth | | | | |
| | | 766 50 | 606,146 47 | 1,377,199 36 | 659,213 76 |

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Expenses for the Year ended June 30, 1904.

| General and Operating Charges. | Total. | Cost of Operating per Car Mile. | Number. | Remarks. |
|--------------------------------------|--------------|---------------------------------------|---------|------------------------------------------|
| \$ cts. | \$ cts. | Cts. | | |
| 11,869 05 | 24,516 54 | 26 | 1 | |
| 13,604 53 | 21,600 69 | 26 | 2 | |
| *244,669 72 | 294,684 31 | 15 | 3 | * Includes motive power cost. |
| 21,811 70 | 66,977 09 | 22 | 4 | |
| 11,699 15 | 19,481 97 | 10 | 5 | |
| 13,266 01 | 38,743 25 | 26 | 6 | |
| 13,858 51 | 19,679 09 | 28 | 7 | |
| 962 89 | 18,089 41 | 08 | 8 | |
| 58,253 83 | 110,933 63 | 15 | 9 | |
| 10,074 42 | 17,520 15 | 23 | 10 | |
| 16,825 57 | 34,494 95 | 15 | 11 | |
| 18,489 09 | 34,322 85 | 17 | 12 | |
| 80,348 47 | 139,280 13 | 11 | 13 | |
| 47,684 68 | 70,507 43 | 14 | 14 | |
| 35,846 96 | 45,808 65 | 28 | 15 | |
| 9,815 51 | 25,196 64 | 31 | 16 | |
| 9,969 82 | 23,101 00 | 10 | 17 | |
| 83,437 57 | 118,079 37 | 10 | 18 | |
| 24,199 68 | 54,981 28 | | 19 | |
| 59,083 26 | 160,567 16 | 25 | 20 | |
| 866,528 68 | 1,473,201 49 | 12 | 21 | |
| 31,292 45 | 64,718 06 | 11 | 22 | |
| | | | 23 | |
| 8,376 07 | 15,078 71 | 43 | 24 | Not in operation. No return received. |
| 26,578 10 | 53,617 62 | 17 | 25 | |
| 47,710 01 | 86,098 16 | 16 | 26 | |
| 2,317 42 | 11,048 48 | 08 | 27 | |
| 17,483 70 | 36,496 57 | 65 | 28 | |
| 133,979 32 | 218,996 59 | 09 | 29 | |
| 11,185 76 | 27,558 52 | 17 | 30 | |
| 2,566 70 | 10,421 69 | 09 | 31 | |
| 28,066 67 | 136,188 05 | 12 | 32 | |
| 25,286 97 | 50,781 67 | 30 | 33 | |
| 31,786 13 | 68,726 19 | 13 | 34 | |
| 2,500 00 | 15,775 00 | 04 | 35 | |
| 23,911 01 | 69,049 09 | 13 | 36 | |
| 19,254 13 | 22,801 02 | 27 | 37 | |
| | | | 38 | |
| 27,736 96 | 65,099 40 | 20 | 39 | |
| | | | 40 | |
| 3,340 65 | 19,908 45 | 12 | 41 | |
| 9,193 00 | 20,052 09 | 11 | 42 | |
| 483,152 77 | 1,302,226 94 | 11 | 43 | |
| 9,884 84 | 14,605 38 | 08 | 44 | |
| 91,259 88 | 176,503 06 | 12 | 45 | |
| 3,968 94 | 9,988 89 | 11 | 46 | |
| 646 78 | 10,001 33 | 12 | 47 | |
| 2,683,957 36 | 5,326,516 95 | | | |

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No. 8—SUMMARY of Accidents for

| Number. | NAME OF ELECTRIC RAILWAY. | Mileage | Passengers, Employees or Others. | Fell from Cars. | | Jumping on or off Cars. | | At work at or near * Track making up Trains. | |
|---------|--------------------------------------------------------------------|---------|----------------------------------------|--------------------|----------|----------------------------|----------|----------------------------------------------------------|----------|
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1 | British Columbia..... | 48·00 | { Passengers.. | 1 | 13 | | 15 | | 2 |
| | | | { Employees.. | | 4 | | 1 | | |
| | | | { Others..... | | | | | | |
| 2 | Cape Breton..... | 11·80 | { Passengers.. | | | | 2 | | |
| 3 | Galt, Preston and Hespeler..... 9) | 16·00 | { Employees.. | | 1 | | | | |
| | Leased line—Preston to Berlin. 7) | | { Others..... | | | | | | |
| 4 | Halifax Tramway..... | 12·13 | { Passengers.. | | 2 | | | | |
| 5 | Hamilton and Dundas..... | 7·25 | { Passengers.. | | 2 | | 2 | | |
| 6 | Hamilton, Grimsby and Beamsville.. | 27·50 | { Passengers.. | | | | | | |
| 7 | Hamilton Radial..... | 12·00 | { Passengers.. | | 2 | | 1 | | |
| 8 | Hamilton Street..... | 22·00 | { Passengers.. | | 21 | | 16 | | |
| 9 | Hull Street..... | 14·50 | { Passengers.. | | | | 2 | | |
| 10 | Kingston, Portsmouth and Cataraqui. | 7·50 | { Others..... | | | | | | |
| | | | { Passengers.. | | | | 2 | | |
| 11 | Lévis Street..... | 10·25 | { Employees.. | | | | 1 | | |
| | | | { Others..... | | | | | | |
| 12 | London Street..... | 31·00 | { Passengers.. | | | | 3 | | |
| | | | { Others..... | | | | | | |
| 13 | *Metropolitan (Toronto)..... | 29·00 | | | | | | | |
| 14 | Montreal Park and Island..... | 37·99 | { Passengers.. | | 1 | | 3 | | |
| | | | { Others..... | | | | | | |
| 15 | Montreal Street..... | 123·67 | { Passengers.. | | 4 | | 180 | | |
| | | | { Employees.. | | | | 4 | | |
| | | | { Others..... | | | | | | |
| 16 | Montreal Terminal..... | 18·34 | { Passengers.. | | 1 | | | | |
| | | | { Others..... | | | | | | |
| 17 | Niagara Falls Park and River..... | 13·65 | { Passengers.. | | | | | | |
| | | | { Employees.. | | | | | | |
| | | | { Others..... | | | | | | |
| 18 | Niagara, St. Catharines and Toronto. | 19·94 | { Passengers.. | | 1 | | | | |
| | | | { Employees.. | | 1 | | | | |
| 19 | Oshawa..... | 8·02 | { Employees.. | | | | | | 1 |
| | | | { Others..... | | | | | | |
| 20 | Ottawa..... | 22·87 | { Passengers.. | | | | 13 | | |
| | | | { Employees.. | | | | 2 | | |
| | | | { Others..... | | | | 1 | | |
| 21 | Port Arthur Street..... | 9·00 | { Passengers.. | | | | | | |
| | | | { Employees.. | | | | | | |
| | | | { Others..... | | | | | | |
| 22 | Port Dalhousie, St. Catharines and Thorold..... | 6·82 | { Passengers.. | | | | | | |
| | | | { Others..... | 1 | | | | | |
| 23 | Quebec Railway, Light and Power Co. (Citadel Division)..... | 17·22 | { Passengers.. | | | 1 | | | |
| 24 | Quebec Railway, Light and Power Co. (Montmorency Division)..... | 25·00 | { Others..... | | | | | | |
| | | | { Passengers.. | | | | 11 | | |
| | | | { Others..... | | | | | | |
| 25 | Saint John, N.B..... | 13·00 | { Passengers.. | | | | | | |
| | | | { Others..... | | | | | | |
| 26 | Sarnia..... | 4·50 | { Others..... | | | | | | |
| 27 | Sydney and Glace Bay..... | 18·80 | { Passengers.. | | 2 | | 1 | | |
| | | | { Others..... | | | | | | |
| 28 | Toronto and Mimico..... | 5·87 | { Passengers.. | | 4 | | 2 | | |
| | | | { Employees.. | | 1 | | | | |
| | | | { Others..... | | | | | | |
| 29 | Toronto Street..... | 46·75 | { Passengers.. | 3 | 64 | 1 | 53 | | |
| | | | { Employees.. | | 13 | | | | |
| | | | { Others..... | | | | | | |
| 30 | Toronto and Scarboro..... | 5·06 | { Passengers.. | | 1 | | | | |
| | | | { Employees.. | | 1 | | | | |
| | | | | 5 | 139 | 2 | 317 | | 3 |

* Return incomplete—No accidents shown.

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TOTAL Fatal Accidents for Year ended June 30, 1904.

| | Passengers Killed. | Employees Killed. | Others Killed. | Total Killed. |
|------------------------------------------------------|-----------------------|----------------------|-------------------|------------------|
| Falling from cars or engines. | 4 | | 1 | 5 |
| Jumping on or off trains in motion. | 2 | | | 2 |
| At work making up trains. | | | | |
| Putting heads or arms out of windows. | | | | |
| Coupling cars. | | | | |
| Collisions and derailment. | | 1 | 2 | 3 |
| Struck by engings or cars on highway crossings. | 3 | 2 | 15 | 20 |
| Walking or being on track. | 1 | | 21 | 22 |
| Explosions. | | | | |
| Striking bridges. | | | 1 | 1 |
| Other causes. | | | | |
| Total killed. | 10 | 3 | 40 | 53 |

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| Intercolonial..... | I | 120 |
| Prince Edward..... | I | 140 |
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A. 1906

DOMINION OF CANADA

ANNUAL REPORT

OF THE

Canada
DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR

FROM JULY 1, 1904, TO JUNE 30, 1905

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES
OF CANADA, CHAPTER 37, SECTION 28

PRINTED BY ORDER OF PARLIAMENT

764



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1906

[No. 20—1906]



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To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from July 1, 1904, to June 30, 1905.

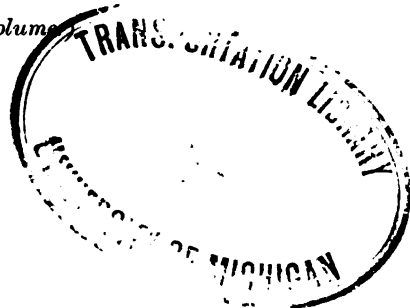
All of which is respectfully submitted.

H. R. EMMERSON,
Minister of Railways and Canals.

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1. General map of the Dominion.
2. British Columbia and Alberta.
3. Manitoba and Assiniboia and part of Saskatchewan.
4. Ontario and Manitoba.
5. Ontario and Quebec.
6. Nova Scotia, New Brunswick, Prince Edward Island and part of Quebec.

CANAL SYSTEM.

7. Canadian Ship Canal, and also St. Mary's Falls Canal, Mich., U.S.A.
8. Line of Welland Canal between Lakes Erie and Ontario.
9. Trent Navigation and Murray Canal.
10. St. Lawrence, Ottawa, Rideau and Richelieu Canals.

REPORT OF THE DEPUTY MINISTER.

To the Honourable H. R. EMMERSON,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal year ended June 30, 1905.

I assumed the duties of Deputy Minister and Chief Engineer of the department on July 1, 1905, having been appointed to that office on the transfer of Mr. Collingwood Schreiber, C.M.G., who had previously filled it, to a position as consulting engineer to the government.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part I. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

GENERAL SUMMARY.

The expenditures of the department for the fiscal year 1904-5 on its works of construction, operation and maintenance, both railway and canal, and in furtherance, by subsidy under authority of parliament, of outside railway enterprises, are as follows:—

The total railway expenditure for the year amounts to \$16,404,772.67; of which \$6,125,481.79 was charged to capital, \$8,906,154.35 to revenue, and \$1,373,136.53 to income.

The expenditure on capital included \$778,491.28 for the Transcontinental Railway.

The expenditure on income included the sum of \$1,275,629.33 paid as subsidies to railways other than the government roads, also \$77,557.95 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway was \$13,246,448.68, namely, on capital account \$3,937,621.93, to which is to be added for the purchase of the Canada Eastern Railway, now embraced in this system, \$800,000, making a total of \$4,737,621.93, and on revenue account \$8,508,826.75; this includes the Windsor branch.

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The expenditure on the Prince Edward Island Railway was \$961,877.09, of which \$591,412.85 was on capital and \$370,464.44 on revenue account.

The expenditure on canals aggregates \$3,323,704.75, of which \$2,071,593.72 was chargeable to capital, \$354,353.57 to revenue, \$483,824.37 for staff, and \$413,933.09 for repairs.

Adding to the above the further sum of \$38,660.52 for miscellaneous expenditures common to both branches, the total departmental expenditure for railways and canals for the past fiscal year amounted to \$19,767,137.94.

The total revenue derived from the government works for the past fiscal year was \$7,128,901.32, namely, from railways, \$7,050,892.11, and from canals, \$78,009.21, of which the sum of \$76,546.46 was derived from hydraulic rents.

By Orders in Council of April 27 and May 19, 1903, tolls for passage through any of the government canals were abolished; the exemption, which was by way of experiment, to continue in force for the two seasons of navigation of 1903 and 1904, only. A further Order of February 25, 1905, continued the exemption for the season of 1905, and on June 22, 1905, the system of toll collection was definitely abandoned, in respect of any and all the canals of the Dominion.

A sufficient staff has, however, been retained to carry on the essential work of recording the traffic through the canals—information which is requisite for the proper knowledge and appreciation of the commercial progress of the country—and for the collection of such other revenues as are derivable from the leasing of canal lands and water-powers, &c.

The total expenditure on government railways prior to and since Confederation (July 1, 1867), up to July 1, 1905, amounts, on capital account, to \$148,773,520.88, which includes the sum of \$25,000,000 granted (from capital) to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund a total of \$149,836,015.03, including \$32,617,560.69, paid as subsidies to railways other than the Canadian Pacific Railway, and \$115,971,870.31 for working expenses of the government railways, making a total expenditure of \$298,609,535.91. Of this amount the sum of \$13,881,406.65 was expended on construction works prior to Confederation, on portions of what is now the Intercolonial Railway system.

The total revenue received from the government railways from July 1, 1867, to July 1, 1905, amounts to \$104,620,500.22.

The government expenditure on canals from July 1, 1867, to July 1, 1905, amounts, on capital account, to \$89,294,758.39, and from the consolidated fund to \$22,342,500.96, making a total of \$111,637,259.35.

The total revenue derived from canals during the same period is \$13,405,515.56.

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The total expenditure on railways and canals up to July 1, 1905, is as above, \$410,246,795.26, to which must be added for miscellaneous expenditures, embracing both, \$667,955.11; making a grand total of \$410,914,750.37.

The total revenue derived from railways and canals from July 1, 1867, to July 1, 1905, is \$118,026,015.78.

Details of the above will be found in the statements of the accountant of the department, Part I., pages 3 to 49, inclusive.

RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the federal government, and others towards the construction of which subsidies have been granted or authorized.

Separately printed, will be found a special statistical report, embodying returns for the fiscal year ended June 30, 1905, made by Canadian railway companies, as required by statute. This gives detailed information as to railway operations in Canada, including the government roads, of which the following is a summary:—

I have to draw attention to the fact that notwithstanding repeated remonstrance against delay and neglect, there has been again, this year, default on the part of certain companies to fulfil their statutory obligations in this regard. Under these circumstances, it has been found necessary, as approximating to the present position, to utilize the statements furnished in previous years. The following are the names of the companies in default:—

STEAM.

Bruce Mines & Algoma Railway Company.—Statements used, those of the year 1904.

Lotbiniere & Megantic Railway Company.—Statements used, those of the year 1904.

New Brunswick Coal & Railway Company.—Statements used, those of the year 1903.

Quebec Southern Railway Company.—Statements used, those of the year 1903.

ELECTRIC.

The St. Thomas Electric Railway.—No returns have been furnished.

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STEAM RAILWAYS.

The number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island Railways, at the close of the fiscal year, June 30, 1905, was 194; some of these, however, are amalgamated or leased, making the total number of controlling companies 91, not including the government railways. The number of companies absorbed by amalgamation was 56, and the number of leased lines was 39.

On June 30, 1905, the number of miles of completed railway was 20,601, an increase of 990 miles, besides 3,632 miles of sidings. The number of miles laid with steel rails was 20,533, of which 838 miles was double track. The number of miles in operation was 20,487.*

The paid-up capital amounted to \$1,248,666,414, an increase of \$62,119,496.** The gross earnings of the year amounted to \$106,467,199, an increase of \$6,247,763, and the working expenses aggregated \$79,977,574, an increase of \$5,414,412, compared with those of the previous year; leaving the net earnings \$26,489,625, an increase of \$833,351. The number of passengers carried was 25,288,723, an increase of 1,647,958, and the freight traffic amounted to 50,893,957 tons, an increase of 2,796,438 tons. The total number of miles run by trains was 65,934,114, an increase of 4,622,112.

The rolling stock comprised: For passenger service 2,338 cars; for freight service 86,992, including 57,229 box and cattle cars; and for operation and maintenance service 4,831, making a total of 94,161 cars. Of these, 78,178 were equipped with air-brakes, and 85,381 were fitted with automatic couplers, an increase of 4,796 over the previous year. The locomotives numbered 2,906.

The accident returns show a total of 468 persons killed, 35 being passengers, 206 employees and 227 others, and, in addition, 1,357 injured, of whom 244 were passengers, 919 employees and 194 others. By train collisions and derailments 16 passengers, 31 employees and 2 others were killed, and 143 passengers, 121 employees and 9 others were injured. Through jumping on or off trains or engines in motion, 7 passengers, 10 employees, and 12 others were killed, and 52 passengers, 95 employees, and 27 others were injured. Through walking, lying or being on the track, 1 passenger, 43 employees and 135 others were killed, and 1 passenger, 52 employees, and 55 others were injured. Through falling from cars or engines, 8 passengers, 45 employees, and 13 others were killed, and 15 passengers, 138 employees, and 13 others were injured. Through being struck by engines or cars at highway crossings, 2 employees and 57 others were killed, and 3 employees and 64 others were injured. In the work of coupling cars, 27 employees were killed, and 102 employees and 1 other were injured, a total of 130, as against 178, 211, 241, 290 and 363 in the five preceding years, re-

* Of this mileage, the Canadian Pacific Railway comprised 8,298 miles, (5,095.50 owned and 3,202.50 leased), the Grand Trunk Railway 3,111.13 miles; the Intercolonial 1,448.96 miles, including the Windsor Branch; the Canada Atlantic 458.60 miles (400.30 miles owned, and 58.30 leased) and the Canadian Northern 1,880.57 miles (1,525.92 owned, and 354.65 leased).

** The main items of this increase are the following: Canadian Northern, \$13,027,244; Canadian Pacific, \$28,186,084; Grand Trunk, \$1,466,083; Intercolonial \$4,737,621.93.

SESSIONAL PAPER No. 20

spectively; a very satisfactory testimony to the efficiency and value of the automatic car coupler, now, happily, growing in general use.

By the Railway Act, 1903, section 211 (c), railway companies are required to provide and use in their engines and cars 'couplers which couple automatically by impact, and which can be uncoupled without the necessity of men going in between the ends of the cars.' They are allowed, however, until January 1, 1906, for fitting with such couplers cars built prior to the passage of the Act.

ELECTRIC RAILWAYS (INCLUDING STREET RAILWAYS AND TRAMWAYS).

At the close of the fiscal year ended June 30, 1905, there were 793 miles completed, of which 768 miles were laid with steel rails, 186 miles being double-tracked. The paid-up capital amounted to \$61,033,321, of which the municipal aid amounted to \$173,000 (including \$100,000 subscription to shares, and \$40,000 loan). The number of miles in operation was 793, the actual increase being 26 miles. The gross earnings aggregated \$9,357,125, an increase of \$903,516, and the working expenses \$5,918,194, an increase of \$591,677, leaving the net earnings \$3,438,931, an increase of \$311,839. The number of passengers carried was 203,467,317,* an increase of 22,777,319, and the freight carried amounted to 510,350 tons, an increase of 110,189 tons. The car mileage was 45,959,101, an increase of 3,892,977 miles. The accident returns show a total of 56 persons killed during the year, 30 being passengers, 3 employees and 23 others. In addition, 1,269 persons were injured. Of these, 884 were passengers, 65 employees and 347 others; 1 passenger was killed, and 103 passengers, 4 employees and 1 other were injured in collisions and derailments; 2 passengers were killed, and 362 passengers, 2 employees and 5 others injured, through jumping on or off cars in motion; 1 passenger and 19 others were killed, and 2 passengers, 2 employees and 110 others injured through walking or being on the track; 22 passengers and 2 employees were killed, and 338 passengers, 15 employees, and 140 others injured through falling from cars; 4 passengers, 1 employee and 4 others were killed, and 37 passengers, 3 employees, and 78 others injured by being struck by cars at high-way crossings; 3 employees were injured by coupling cars.

ALL RAILWAYS, STEAM AND ELECTRIC.

At the close of the fiscal year ended June 30, 1905, the conjoined statistics of steam and electric roads (including street railways) show the following results: There were 21,394 miles of railway completed, 21,280 miles being in operation. The paid-up capital amounted to \$1,309,699,735. The gross earnings were \$115,824,325, and the total working expenses \$85,895,769, making the net earnings \$29,928,556.

* The city street railways and their extensions carried passengers as follows: Montreal (3 companies), 67,297,268; Toronto (3 companies), 65,792,792; Ottawa, 9,328,690; Quebec, 5,558,101; Hamilton (4 companies), 6,396,419; Winnipeg, 11,255,967; London, 4,812,530; Halifax, 3,540,310; St. John, 2,608,601; and Vancouver, Victoria, and New Westminster (operated, and returns made by one company), 10,352,451.

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228,756,040 passengers, and 51,404,307 tons of freight were carried; 65 passengers were killed.*

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are: the Intercolonial, the Windsor Branch (maintained only), and the Prince Edward Island Railway.

Details respecting these railways and their operations will be found in the appendices, Part I., containing reports from the chief engineer of the department, the general manager of government railways, and the officials of these roads.

* The following table shows the progressive development of railway construction in Canada.

| Year. | Miles in Operation. | Year. | Miles in Operation. |
|--------|------------------------|--------|------------------------|
| 1835.. | 0 | 1871.. | 2,695 |
| 1836.. | 16 | 1872.. | 2,899 |
| 1837.. | 16 | 1873.. | 3,832 |
| 1838.. | 16 | 1874.. | 4,331 |
| 1839.. | 16 | 1875.. | 4,804 |
| 1840.. | 16 | 1876.. | 5,218 |
| 1841.. | 16 | 1877.. | 5,782 |
| 1842.. | 16 | 1878.. | 6,226 |
| 1843.. | 16 | 1879.. | 6,858 |
| 1844.. | 16 | 1880.. | 7,194 |
| 1845.. | 16 | 1881.. | 7,331 |
| 1846.. | 16 | 1882.. | 8,697 |
| 1847.. | 54 | 1883.. | 9,577 |
| 1848.. | 54 | 1884.. | 10,273 |
| 1849.. | 54 | 1885.. | 10,773 |
| 1850.. | 66 | 1886.. | 11,793 |
| 1851.. | 169 | 1887.. | 12,184 |
| 1852.. | 205 | 1888.. | 12,585 |
| 1853.. | 506 | 1889.. | 12,585 |
| 1854.. | 764 | 1890.. | 13,161 |
| 1855.. | 877 | 1891.. | 13,838 |
| 1856.. | 1,414 | 1892.. | 14,564 |
| 1857.. | 1,444 | 1893.. | 15,005 |
| 1858.. | 1,863 | 1894.. | 15,627 |
| 1859.. | 1,994 | 1895.. | 15,977 |
| 1860.. | 2,065 | 1896.. | 16,270 |
| 1861.. | 2,146 | 1897.. | 16,550 |
| 1862.. | 2,189 | 1898.. | 16,870 |
| 1863.. | 2,189 | 1899.. | 17,250 |
| 1864.. | 2,189 | 1900.. | 17,657 |
| 1865.. | 2,240 | 1901.. | 18,140 |
| 1866.. | 2,278 | 1902.. | 18,714 |
| 1867.. | 2,278 | 1903.. | 18,983 |
| 1868.. | 2,270 | 1904.. | 19,431 |
| 1869.. | 2,524 | 1905.. | 20,487 |
| 1870.. | 2,617 | | |

To the above is to be added the following, in respect of electric railways from the year 1901, the first year of publication of returns :—

| Year. | Miles in Operation. |
|--------|---------------------|
| 1901.. | 553 |
| 1902.. | 558 |
| 1903.. | 759 |
| 1904.. | 767 |
| 1905.. | 798 |

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The gross earnings of all the government roads for the past fiscal year, 1904-05, amounted to \$7,050,892.11, and compared with those of the preceding year, show an increase of \$423,636.60. The gross working expenses amounted to \$8,906,154.35, an increase of \$1,306,195.78.

The net loss on the operations of the year was \$1,855,262.24.

The Intercolonial produced a loss of \$1,725,303.92, the Windsor Branch (one-third of total earnings), a profit of \$23,175.51, and the Prince Edward Island a loss of \$153,133.83.

The above figures include rental, \$140,000, paid for the extension of the Intercolonial into Montreal.

It is proper here to observe that the upward tendency of wages of the wage-earning classes that, for various reasons, characterizes the present day, has been markedly felt on the government railways, and a very considerable portion of their expenditure is due to the increase in wages it has been found necessary to pay to their employees.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway companies, making an addition of 169.81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., Chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., Chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Léonard to Nicolet was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On June 30, 1904, the total mileage of the railway and its branches was 1,320.92 miles, the addition being due to the completion of the Rivière Ouelle branch.

During the past fiscal year, this length has been increased by the purchase, on October 1, 1904, of the Canada Eastern Railway from Gibson to Loggieville, 123.67 miles, and by the surrender, on April 19, 1905, of the Fredericton and St. Mary's bridge, and connected property, 1.33 mile. The total mileage of the Intercolonial Railway system in operation on June 30, 1905, was 1,445.92 miles.

The accountant of the railway has dealt with the rental paid under the Grand Trunk Railway lease (the only one now remaining), as an addition to the ordinary working expenses, and, in his comparative statement of averages for each year, both

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with the rental included, and also with the rental omitted. The statements of the general manager, however, are based on figures from which the rental is omitted. This explanation will cover any seeming discrepancy of statement in the matter. The accountant of the department, in his statements (Part I.), includes the rental, and it is also included in my present report.

CAPITAL ACCOUNT.

During the fiscal year there was an addition of \$4,737,621.93 to the capital expenditure, making the total expenditure chargeable to capital on the whole road as amalgamated under the Acts 54-55 Vic., Chap. 50 (1891) and 62-63 Vic., Chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway up to July 1, 1905, \$77,473,557.73.

The additions made during the past fiscal year included (omitting cents) the following more important items: For rolling stock, \$1,377,078; for steel rails and fastenings, \$495,009; for the purchase of the Canada Eastern Railway, \$800,000; for strengthening bridges, \$246,242; for air brakes to freight cars, \$24,991; for changing link and pin draw-bars of freight cars to M.C.B. couplers, \$45,060; for new machinery for locomotive and car shops, \$40,308; for additional sidings along the line, \$139,165; for increased accommodation and facilities along the line, \$132,717; for engine-house, machine-shop, &c., at Rivière du Loup, \$66,986; for engine-house &c., at Chaudière Junction, \$34,623; for improving the ferry service at the Strait of Canso, \$45,928; for protection to the bridge at Grand Narrows, C.B., \$35,801; for extension to Sydney Mines, \$24,044; for reduction of curve at Birch Cove, \$42,447; for double-tracking parts of the line, \$151,147; for spur lines and sidings, \$23,700; for new superstructure of the Restigouche bridge, \$43,363; for increased accommodation at various points, as follows, amongst others: Sydney, \$59,288; Stellarton; \$26,728; St. John, \$46,396; Halifax, \$372,791; Pictou, \$68,125; Moncton, \$85,105; Ste. Flavie, \$60,759; Truro, \$56,468. Details of these and other items will be found in the reports of the general manager and other officials of the railway in Part I. of the appendices.

REVENUE ACCOUNT.

The gross earnings of the year amounted to \$6,783,522.83, an increase, compared with the previous year, of \$444,291.40, and the working expenses to \$8,508,826.75, an increase of \$1,268,844.71. The expenditure was in excess of the earnings to the extent of \$1,725,303.92. The several classes of expenditure were as follows (omitting cents): For locomotive power, including salaries, wages, fuel, repairs, &c., \$3,116,653, an increase of \$499,731; for car expenses, including wages, repairs, &c., \$2,040,133, an increase of \$332,205; for maintenance of way and works, \$1,722,616, an increase of \$230,943; for station expenses, \$937,816, an increase of \$59,743, and for 'general charges,' which include staff salaries, damages paid, ferry service, printing, advertising and agency expenses, \$535,541, an increase of \$17,605.

Comparing the earnings with those of the previous year, the passenger traffic produced 31.03 per cent of the gross earnings, and amounted to \$2,021,568.04, an in-

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crease of \$83,498.76; the freight traffic, 64.47 per cent, amounting to \$4,373,178.55, an increase of \$332,056.07 (against a decrease in the previous year of \$87,132.52) and the carriage of mail and express matter produced 4.50 per cent, amounting to \$305,277.53, an increase of \$28,736.98. The earnings per mile of railway (based on a mileage of 1,414.67 miles, as against 1,320.92 the previous year) amounted to \$4,795.13, a decrease of \$3.97 per mile. The receipts per engine mile amounted to 72.08 cents, against 77.07 cents the previous year.

The working expenses per mile of railway were \$6,014.70, an increase of \$533.68. The cost per train mile was 116.61 cents, an increase of 5.29 cents, and per engine mile 90.42 cents, an increase of 2.40 cents. These figures include the rental of the leased extension into Montreal.

The engine mileage was 9,410,293 miles, an increase of 1,185,435 miles; the train mileage was 7,296,745 miles, an increase of 793,166; and the car mileage 88,255,277 miles, an increase of 7,224,518 compared with the previous year.

GENERAL OBSERVATIONS.

The traffic of the road during the past year compared with that of the previous year is indicated by the following details covering the principal items comprising it.

The number of passengers carried was 2,810,960, an increase of 147,804, of whom 142,085 were local, and 5,719 through passengers. Of freight 2,782,257 tons were carried, an increase of 811,108 tons. The quantity of local freight decreased to the extent of 3,733 tons, and the through freight increased by 121,841 tons.

Of flour and meal 1,769,480 barrels were carried, an increase of 162,430, and of grain 3,317,910 bushels, an increase of 529,138. The quantity of lumber moved was 518,434,310 superficial feet, an increase of 53,054,507 feet. There was again a decrease in the number of live stock carried, namely, 110,670 head, the decrease being 2,336. Coal showed a decrease of 92,384 tons, the quantity being 602,377 tons. 79,513 cords of firewood were carried, an increase of 25,907 cords. Of manufactured goods 632,023 tons were carried, being an increase of 109,613 tons. Of goods other than the above there was a decrease of 689,172 tons, the quantity carried being 504,991 tons. This included 15,684 tons of raw sugar, an increase of 6,954 tons, and 31,764 tons of refined sugar, a decrease of 13,156 tons; also fresh fish, 11,871 tons of which were carried, an increase of 803 tons, and 10,137 tons of salt fish, an increase of 1,141 tons.

Of ocean borne goods to and from Europe via Halifax, 105,149 tons were carried, a decrease of 69,381 tons; of this quantity, 15,325 tons were moved via Montreal to and from the west, being a decrease of 6,052 tons.

The unprecedented severity of the winter entailed heavy direct expense in the removal of snow and ice, besides, as is pointed out by the general manager, largely increasing the operating expenses otherwise, and, at the same time, causing a loss of revenue from traffic. The cost is set down by the railway officials as \$264,716.14, which would be an increase of over \$134,000, compared with the preceding years. This, however, but faintly represents even the direct cost entailed by the winter storms, covering, as it does, merely the actual work of removal of the material. To

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this has to be added, the concurrent cost of a snow blockade extending for over two months, throughout which, on some divisions, there was practically an absolute stoppage of all the traffic, and the boats between the mainland and Prince Edward Island stopped running from the latter part of January until March, causing great congestion of cars. From details furnished me, I compute that, including wages of men actually engaged in shovelling snow and picking ice, the proportion of ordinary pay rolls during the blockade, detention time, maintenance of equipment, water supply, wrecking train service, meals for passengers, and for the snow shovellers and others, and lastly, the heavy resulting adverse car mileage balance, the total direct cost was not less than \$518,000 over the normal. Even, when, in March, there was a cessation of snow fall, the quantity of accumulated freight entailed extra cost in the endeavour to clear it.

By way of assistance to the farmers in the eastern part of Nova Scotia and in Prince Edward Island, who were suffering from a deficiency in the hay crops, due to the exceptional dryness of the summer of 1904, the Intercolonial, under authority of an Order in Council, carried, free of charge, hay to the extent of 36,609 tons for their use; the assistance was given by way of refund of freight charges to the extent of \$125,855.46.

Though no revenue was derived from this service, the ordinary cost entailed on the railway was very considerable, over 3,000 cars being engaged in the work, and this cost was increased by the fact that the hay-laden cars arrived at the time of the snow-blockade, when no boats were running to Prince Edward Island; the railway yards were congested, and a large number of cars were stalled for months. I estimate the cost to the railway as at least \$140,000. This, of course, in no way affects the principle of aiding a distressed population, through the gratuitous service of a government road, but it is only fair, in reviewing the financial side of the question, to see that while crediting to national generosity the cost involved, the railway's aggregate expenditure, in which it must be merged, is not debited, to that amount, at all events, with extravagant administration.

A large amount of work has been executed in the way of new structures and repair of old ones, at various points.

The rolling stock at the close of the fiscal year comprised 331 locomotives (a), 41 first and 35 second-class sleeping cars, 9 parlour cars, 9 dining cars, 137 first-class and 97 second-class passenger cars, 36 postal and smoking cars, 60 express and baggage cars, 5,636 box cars (b), 84 refrigerator cars (c), 123 stock cars (d), 2,840 platform cars (e), 15 oil tank cars, 999 hopper cars (f), 17 gondola (g), and 471 coal cars (h), 99 vans, 53 snow-ploughs, 23 flangers, 10 wing-ploughs, 2 rotary steam ploughs, and 3 steam cranes.*

* (a) 162 are old, small and of obsolete type and unfitted for economical operation on a road with grades such as those on the Intercolonial Railway. Of these, about one-half should, at an early date, be discarded and replaced.

(b) Of these, about 300 are from 10 to 40 years old.

(c) 5 are worn out and condemned, 10 others are over 17 years in use.

(d) 6 are worn out and condemned, and 21 are over 20 years in use.

(e) 268 are over 20 years in use, and, in addition, 1,163 are over 10 years in use.

(f) 55 are worn out and condemned; 66 over 20 years in use, and, in addition, 129 over 15 and 175 over 10 years in use.

(g) All over 20 years in use.

(h) 358 are over 15 years old.

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The value of the stores on hand at the end of the year, including fuel, and iron and steel rails, was \$1,171,129.68.

The railway, its structures and rolling stock have been efficiently maintained.

Details of work executed and various interesting financial and other statements will be found in the reports of the several officers of the road in the appendices herewith.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor & Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all costs of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends, for a further term of 21 years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of works are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial Railway.

The gross earnings of the government (one-third of the gross receipts) amounted to \$50,038.67, a decrease of \$3,595.38. The expenses of maintenance amounted to \$26,863.16, an increase of \$2,582.07, leaving the net profit to the government \$23,175.51.

All necessary repairs and renewals have been carried out, and the road has been maintained in good condition.

Details will be found in the appendices.

PRINCE EDWARD ISLAND RAILWAY.

The mileage of the railway was the same as last year, namely, 209 miles.

CAPITAL ACCOUNT.

The total cost of the road and its equipment chargeable to capital account at the close of the past fiscal year was \$6,719,529.45, there having been an addition during the year of \$591,412.65.

The chief items of this expenditure were in connection with the contract of the Murray Harbour branch, namely, \$151,065.48, and a further sum of \$133,153.85 on the Hillsborough bridge at Charlottetown, which is a part of this branch. A total of \$99,971.58 was expended on the branch line from Cardigan to Montague Bridge, and \$44,008.24 on the branch line to Vernon River bridge. Other items of improvement

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were for increased accommodation at Charlottetown, \$10,205.10, and on an extension of the railway along the water front at the same place, \$11,716.96. At various points on the railway the accommodation was improved, amongst others, at Georgetown and Kensington. The sum of \$22,566.05 was expended in applying Westinghouse air-brakes and air signals to cars, and \$26,455.73 on applying the M.C.B. couplers to rolling stock, 21 passenger and 168 freight cars being so fitted.

REVENUE ACCOUNT.

The gross earnings amounted to \$217,330.61, a decrease of \$17,059.42, compared with the previous year, and the working expenses to \$370,464.44, an increase of \$34,769. The expenditure was in excess of the earnings to the extent of \$153,133.83.

The number of passengers carried was 235,194, an increase of 10,627, producing \$102,505.55, an increase of \$127.06. Of freight 73,969 tons were carried, a decrease of 12,317 tons, producing \$94,724.70, a decrease of \$19,336.89. The earnings from mails and sundries amounted to \$20,100.36, an increase of \$2,150.41.

The engine mileage was 442,493 miles, an increase of 36,486 miles; the train mileage was 343,301 miles, an increase of 22,516 miles.

The working expenses per train mile were 107.91 cents, a decrease of 0.10 cents, and per mile of railway \$1,772.55, an increase of \$33.46 per mile.

The receipts per mile of railway amounted to \$1,039.86, a decrease of \$81.62.

The percentages of gross receipts were as follows: Passenger earnings 47.17 per cent, an increase of 8.49 per cent; freight 43.58 per cent, a decrease of 5.08 per cent, and other items 9.25 per cent, an increase of 1.59 per cent.

The value of stores on hand at the close of the fiscal year, including fuel and steel rails, was \$88,784.61.

The decrease in the freight traffic is attributable to the failure in the crops, while the severity of the winter and snow blockades entailed heavy expenditure in operation, considerably in excess of that of the previous year.

The railway and its rolling stock are in a higher state of efficiency than at any previous time.

Details will be found in the appendices.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Ed. VII., chap. 58 (1903) amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished and in lieu thereof a Board of Commissioners under the above title, was created, to consist of three members to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council dated January 18, 1904, which also appointed certain persons as commissioners. The office of the board is at Ottawa, though it is authorized to hold

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sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

SURVEY FOR A RAILWAY TO GIVE ACCESS TO THE YUKON DISTRICT.

In the annual report of the fiscal year 1900-01, will be found a full report from the engineer in charge on this subject and also (on p. xv) a summary of the work done and the conclusions arrived at. Previous reports were printed in the annual reports for the years 1898-99 and 1899-1900.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg, or some point on the said eastern division, and the Pacific ocean. The eastern division is to be constructed by the government under four commissioners to be appointed by the Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are to furnish annually a report to the Governor in Council, through the Minister of Railways and

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Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The Board of Commissioners was duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa.

The report of the board will be laid before Parliament in due course. It may, however, be stated here that the total expenditure for the year 1904-05 amounted to \$778,491.28, which, with the sum of \$6,249.40 previously expended, makes the total cost \$784,740.68, up to June 30, 1905.

With regard to the division of the railway to be constructed by the company, that, namely, westwards from Winnipeg, known as the 'western division,' location has been approved by an Order in Council dated August 10, 1905, of the portion extending from Portage la Prairie westwards to township 26 north, range 13, west 2nd meridian, a distance of about 275 miles. It may be observed, also, that approval, under section 122 of the Railway Act, has been given to the route map of two branch lines the company propose to construct, one, the Thunder Bay branch, from Fort William and Port Arthur to Thunder Bay Junction, a distance of about 220 miles, and the other, the North Bay branch, extending from the Nipissing junction of the Grand Trunk Railway with the Canadian Pacific Railway to Nat's Lake, Ontario, a distance of about 220 miles.

RAILWAY SUBSIDIES.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been fully earned and paid prior to July 1, 1904.

A tabulated statement of payments will be found in Part I., and a list of subsidy agreements entered into during the fiscal year in Part IV.

The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the session of 1895; 1896, 1898, 1902 and 1905.

Information has been brought down to the end of the fiscal year 1904-05, only, but, in supplement, the following list shows also the additional contracts entered into, and the payments made, between that date and December, 1905.

SUBSIDY CONTRACTS ENTERED INTO DURING 1904-05, TO JUNE 30, 1905.

Atlantic, Quebec and Western Railway Company.—From Paspebiac to Gaspé, 102 miles; contract dated February 25, 1905.

Bruce Mines and Algoma Railway Company.—From Bruce Mines Junction to town of Bruce Mines, 3 miles; contract dated January 28, 1905.

International Railway Company of New Brunswick.—From western end of its ten miles of railway constructed towards a point on the St. John river between Grand Falls and Edmundston, &c., 67 miles; contract dated May 13, 1905.

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Klondike Mines Railway Company.—From Dawson to Stewart River, 84 miles; contract dated February 1, 1905.

Nicola, Kamloops and Simalkameen Coal and Railway Company.—From Spence's Bridge on Canadian Pacific Railway to Nicola Lake, 45 miles; contract dated April 27, 1905.

Orford Mountain Railway Company.—From Eastman to town line between township of Bolton, east part, and township of Potton, 12 miles; contract dated March 9, 1905.

Orford Mountain Railway Company.—From Kingsbury to Windsor Mills, 10 miles; contract dated June 12, 1905.

Orford Mountain Railway Company.—From point on main line between Lawreoveville and Eastman to Lake Bonella, 5 miles; contract dated June 23, 1905.

ADDITIONAL SUBSIDY CONTRACTS FROM JULY 1 TO DECEMBER 1, 1905.

Central Ontario Railway Company.—From point near Bancroft to point near Whitney; contract dated September 6, 1905.

Kettle River Valley Railway Company.—From Grand Forks to a point 50 miles up Kettle river; contract dated July 28, 1905.

Mabou and Gulf Railway Company, Limited.—From Mabou coal mines to a point near Glendyer, thence to Orangedale on I.C.R.; contract dated July 5, 1905.

Midway and Vernon Railway Company.—From Midway to Vernon; contract dated July 28, 1905.

SUBSIDIES PAID DURING THE FISCAL YEAR ENDED JUNE 30, 1905.

| | |
|---------------------------------------------------------------------------------|----------------|
| Atlantic and Lake Superior Railway.. . . . | \$ 42,336 86 |
| Atlantic and North-western Railway.. . . . | 186,600 00 |
| Algoma Central and Hudson Bay Railway.. . . . | 341,440 00. |
| Beersville Coal and Railway.. . . . | 20,736 00 |
| Bruce Mines and Algoma Railway.. . . . | 25,120 00 |
| Canadian Pacific Railway (Kootenay and Arrowhead Branch).. . . . | 4,176 15 |
| Canadian Pacific Railway (Pheasant Hills Branch).. | 56,576 00 |
| Halifax and South-western Railway.. . . . | 291,842 00 |
| Lindsay, Bobcaygeon and Pontypool Railway.. . . . | 185,173 00 |
| Middleton and Victoria Beach Railway.. . . . | 47,789 00 |
| Orford Mountain Railway.. . . . | 38,250 00 |
| St. Mary's River Railway.. . . . | 32,134 00 |
| South Shore Railway (Quebec) interest on delayed payment of subsidy due.. . . . | 3,456 46 |
| | <hr/> |
| | \$1,275,629 53 |

ADDITIONAL SUBSIDY PAYMENTS FROM JULY 1, 1905, TO DECEMBER 1, 1905.

Northern Colonization Railway Company.. . . . \$ 87,786 00

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| | |
|--------------------------------------------------------------------------------------------------------|------------------------|
| Total subsidies paid from 'Consolidated Fund' up to June 30, 1905.. . . . | \$32,617,560 69 |
| The main line subsidy to the Canadian Pacific Rail- way was paid from 'Capital,' amounting to.. . . | 25,000,000 00 |
| Total paid as subsidies.. . . . | <u>\$57,617,560 69</u> |

The above does not include the amount \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to the public debt, and on which interest at 5 per cent is paid, amounting to \$119,700 a year. (See note on page 49 of the accountant's statement, Part I.)

NOTE.—The names, locations and mileage of the several railways of the Dominion, together with those of the branch lines composing their system, will be found in the 'Railway Statistics,' now issued as a separate report.

ALBERTA SOUTHERN RAILWAY COMPANY.

(See Annual Report of 1891-92.)

ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY.

(See Nos. 437 and 479.)

This company was incorporated as 'The Algoma Central Railway Company' by the Act 62-63 Vic., chap. 50 (1899), with powers to construct a line of railway from the town of Sault Ste. Marie to a point on the Canadian Pacific Railway at or near Dalton Station, and thence south-westerly to Michipicoten Harbour, Lake Superior.

These powers were amended by the Act 63-64 Vic., chap. 49 (1900), and the company were empowered to build a railway from Sault Ste. Marie to a point between the rivers Magpie and Michipicoten, and thence to the main line of the Canadian Pacific Railway, and southerly to Michipicoten Harbour.

By the Act 1 Ed. VII., chap. 46 (1901), the name of the company was changed as above, and they were empowered to build an extension of their railway from a point on the Canadian Pacific Railway northerly to some point on James Bay, not further north than Equam river.

By the Railway Subsidy Act of 1899, 62-63 Vic., chap. 7, item 23, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for 40 miles of a railway from Sault Ste. Marie towards Michipicoten river and harbour, and towards the Canadian Pacific Railway.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 28, 1901, under authority or orders in council dated May 30 and August 10, 1901.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 4, the grant of a similar subsidy to the company was authorized for an extension of 25 miles from the

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end of the 40 miles section above mentioned, and also for 25 miles from Michipicoten harbour towards the main line of the Canadian Pacific Railway.

Under authority of an order in council, dated January 6, 1902, a contract was entered into with the company on February 5, 1902, for the work so subsidized.

By the Railway Subsidy Act of 1901, chap. 7, item 20, the grant of a similar subsidy was authorized for a further distance, not exceeding 135 miles, to a point on the Canadian Pacific Railway at or near White River, and a contract was entered into with the company accordingly on October 15, 1902.

During the past fiscal year there has been paid \$341,440, making the total payments to this company \$924,976, up to June 30, 1905.

ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY.

(See No. 524.)

This company was incorporated by the Act 56 Vic., chap. 39 (1893), with powers to construct or acquire a line of railway from a point at or near Gaspé bay in the province of Quebec, to a point at or near the St. Mary river in the district of Algoma, in the province of Ontario, and was authorized to enter into agreement with certain companies named for the purchase or lease of their railways, in whole or in part, and their franchises, between the points named.

Agreements were made by the company, and were confirmed by Parliament by the Act 57-58 Vic., chap. 63 (1894), as follows:—

(1) For the purchase of the Baie des Chaleurs Railway Company's railway and appurtenances and their franchises. (2) For the use of a bridge to be constructed across the River St. Lawrence, opposite the city of Montreal, to be built by the Montreal Bridge Company. (3) For the purchase of the Great Eastern Railway between Yamaska and St. Gregoire, in the province of Quebec. (4) For the purchase from the Ottawa Valley Railway Company of their railway between Lachute and St. Andrew's in the province of Quebec, and their franchises. The Act provided that the railways named should be completed within three years, and the bridge within five years.

Difficulties, however, arose; the property of the Atlantic and Lake Superior Railway Company was ultimately vested in the trustees of the bondholders, who, by the Act 1 Ed. VII., chap. 48, 1901, were authorized, notwithstanding anything contained in any Act of Parliament, to repair and renew the road-bed and bridges of the railway between Metapedia and Caplin, and to construct the railway from Caplin to a point near Paspebiac; such powers of construction to be exercised before December 31, 1902; also to operate the railway between Metapedia and Paspebiac, the Baie des Chaleurs division.

By the Subsidy Act of 1901, 1 Ed. VII., chap. 7, item 9, the grant of a subsidy was authorized for the 30 miles between Caplin and Paspebiac, namely, of \$3,200 a mile, with a further subsidy of 50 per cent of cost in excess of \$15,000 a mile; in all,

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not exceeding \$6,400 a mile; the subsidy contract to be made 'with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company.' The Act provided for payment out of the subsidy, 1st, for certain bridge superstructures, the amount being limited to \$35,000; 2nd, 'for the completion of the road-bed and works incidental thereto;' 3rd, 'towards payment of overdue balances, *pro rata*, in settlement of claims for labour, boarding-house claims, and supplies furnished in connection with the said section of railway.'

Under date July 25, 1901, a subsidy contract was entered into accordingly. The road was completed, and, on inspection, was so reported in June, 1903. The question of the amount of subsidy earned remained to be decided, involving decision as to the actual, necessary and reasonable cost of this 30 miles of railway.

On examination, this cost was found to be \$559,485.37, and the total subsidy earned \$165,735.

By an order in council of July 23, 1904, authority was given for certain payments on that basis, and for the appointment of a special commissioner for the investigation of the various claims presented for labour, &c.

Up to June 30, 1904, payments had been made to the extent of \$104,153.98. Of this total, \$32,153.98 was for bridge superstructures, and \$72,000 to the trustees for road-bed completion.

During the past fiscal year, there has been paid a total of \$42,336.86, of which \$14,675.84 was paid to the trustees for road-bed completion, and \$27,661.02 for labour, &c., making the payments up to June 30, 1905, \$32,153.98 for bridge superstructures, \$86,875.84 for road-bed completion, and for labour, &c., \$27,661.02, a total of \$146,490.84. The number and amounts of the claims put forward for labour, &c., were so considerable, and they were of so complicated a character, that the necessary investigation before the apportionment of the moneys available could be made was a matter of time and difficulty. This investigation was carried out by the department, and, finally, by Judge Langelier, of Quebec, upon whose decision payments have been made as above stated.

It has to be observed that, as stated in the annual report of the department for the year 1894-95, subsidy has been paid to the Baie des Chaleurs Railway Company for the portion of this railway from Metapedia eastwardly towards Paspébiac, 70 miles, to the extent of \$620,000.

ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

~ (See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of \$186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to June 30, 1905, is \$2,985,600. Payment is made by the Department of Finance direct.

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ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY.

(See No. 595.)

This company was incorporated by the Act of Quebec, 1 Ed. VII., chap. 63 (1901), with powers to construct a railway from Gaspé Basin to some point north of Causapsca, but not beyond Sayabec, in the county of Matane. Other powers were granted of a general commercial character.

By the Dominion Act, 3 Ed. VII., chap. 81 (1903), the above company was declared to be for the general advantage of Canada, and authority was granted to them, in addition to that conferred by their Act of incorporation, to construct a railway from a point north of Causapsca on the Intercolonial Railway, to a point at or near Edmundston, N.B.

By the Dominion Subsidy Act, 3 Ed. VII., chap. 57, item 51, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Gaspé to a point at or near Causapsca on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspebiac to Gaspé, not exceeding 102 miles.

The company having applied for the subsidy granted for the line from Paspebiac to Gaspé, a contract was entered into with them, accordingly, on February 25, 1905, under authority of order in council dated January 28, 1905.

No payments have been made up to June 30, 1905.

BAIE DES CHALEURS RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

THE BAY OF QUINTÉ RAILWAY COMPANY.

(See Nos. 434 and 581.)

This company was incorporated by the Dominion Act of 1881, chap. 46, under the name 'The Bay of Quinté Railway and Navigation Company,' with powers to construct a line of railway from Mill Point, county of Hastings, on the Bay of Quinté, to a point of junction with the Grand Trunk Railway.

By the Act of 1896 it was empowered to amalgamate with the Kingston, Napanee and Western Railway Company (formerly the Napanee, Tamworth and Quebec Railway Company), under the name of the Bay of Quinté Railway Company. Its powers were extended to cover the construction of branch lines, not exceeding 20 miles in length, each to connect with mines and mineral lands, and by the Act of 1900, chap. 50, extensive powers were conferred for development of electrical power, and for mining and timber industries. Their powers of construction were extended to June 14, 1905.

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By the Subsidy Act of 1899, chap. 7, item 20, as amended by clause 9 of the Subsidy Act of 1900, chap. 8, the grant of aid was authorized to the extent of \$3,200 per mile for 10 miles, for extensions, branches and additions to connect their lines of railway or to connect the said lines or connecting lines with iron or other mines or mineral or wood lands in certain counties named. This was in lieu of part of the balance of subsidy granted to the Kingston, Napanee and Western Railway in 1892.

Under date of December 30, 1902, a subsidy contract was entered into with them accordingly.

By the Subsidy Act of 1899, chap. 7, item 45, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for an extension not exceeding 2 miles, of the company's line, westerly, from a point at or near Richmond Boundary Road, near Deseronto, and also for an extension from the end of the said two miles, northerly, for a distance not exceeding 3 miles.

Under date of December 30, 1903, a separate contract was entered into with the company for each of these two sections.

During the fiscal year 1902-03 payment was made of \$19,200 for the six miles between Deseronto and Napanee, under the subsidy granted by item 20 of the Act of 1899.

By the Subsidy Act of 1903, chap. 57, item 37, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on the average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for further extension of the company's line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

Under date of January 23, 1904, a subsidy contract was entered into with the company for the construction of this extension.

The total payments to this company on subsidy account amounted to \$69,120, up to June 30, 1904; but there had been previously paid to the Kingston, Napanee and Western Railway Company a total of \$208,732.80.

No further payments were made up to June 30, 1905.

BEERSVILLE COAL AND RAILWAY COMPANY.

(Sec No. 604.)

This company was incorporated by the Act of New Brunswick, 3 Edward VII., chap. 94 (1903), with power to construct a railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, and also to carry on the business of coal mining in all its branches, and other privileges in connection therewith.

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By the Subsidy Act of 1903, chap. 57, item 60, a subsidy was authorized for 7 miles of the company's railway from Adamsville to Brown's Landing or Beersville, \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile.

The company were admitted to contract on June 24, 1904, the road to be completed by January 1, 1905.

During the past fiscal year, subsidy was paid for this work to the extent of \$20,736, the total paid up to June 30, 1905.

BEAUHARNOIS JUNCTION RAILWAY COMPANY.

(See Annual Report of 1895-96.)

BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY.

(See Annual Report of 1888-89.)

BOSTON AND NOVA SCOTIA COAL COMPANY.

(See Annual Report of 1895-96.)

BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY.

This company was incorporated by the Act 63 Vic., chap. 109 (Ontario), with powers to construct a line of railway to be operated by steam or electricity, or partly by steam and partly by electricity, from a point in the town of Bracebridge to some point in the township of McLean, a distance of about fourteen miles, and to construct, extend and operate a continuation or branch of such railway from Bracebridge to some point on Muskoka Lake at or near Beaumaris, in the township of Monck, a distance of about ten miles, all in the district of Muskoka.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ont., not exceeding 15 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on December 30, 1902, under authority of Order in Council, dated April 6, 1903.

No payments have been made up to June 30, 1905.

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY.

(See Annual Report of 1896-97.)

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BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY.

(See Annual Report of 1895-96.)

BRUCE MINES AND ALGOMA RAILWAY COMPANY.

(See No. 628.)

The history of this railway was given in the annual report for 1902-03, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1904, chap. 34, section 2, item 2, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (a) from Bruce Mines Junction southerly to the town of Bruce Mines, not exceeding 3 miles; (b) for 6 miles of railway constructed from Gordon Lake Station northward to Rock Lake. (c) for 12 miles from Rock Lake northward.

The company having applied for subsidies (a) and (b), contracts were entered into with them, accordingly, on January 28, 1905, and October 20, 1904, respectively, under authority of orders in council dated January 7, 1905, and September 19, 1904.

These two sections of railway are completed, and during the past fiscal year the full amount of the subsidies, \$25,120, has been paid, making the total payments to the company \$53,920.

BUCTOUCHE AND MONCTON RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CALGARY AND EDMONTON RAILWAY COMPANY.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

CANADA ATLANTIC RAILWAY COMPANY.

(See Annual Report of 1888-89; also see under head of Ottawa, Arnprior and Parry Sound Railway Company.)

CANADA EASTERN RAILWAY CO. (FORMERLY NORTHERN AND WESTERN RAILWAY COMPANY OF NEW BRUNSWICK, NOW PART OF THE INTERCOLONIAL RAILWAY SYSTEM.)

(See the Annual Reports for the years 1894-95 and 1899-1900.)

CANADIAN BRIDGE COMPANY.

(See South Shore Railway Company, Quebec.)

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CANADIAN NORTHERN RAILWAY COMPANY.

(See Nos. 446, 493.)

By the Dominion Act 62-63 Vic., chap. 57 (1889), authority was granted for the amalgamation of the Winnipeg Great Northern Railway Company (formerly the Winnipeg and Hudson's Bay Railway and Steamship Company, the name of which was by the Act of 1887, chap. 81, changed to the Winnipeg and Hudson's Bay Railway Company), and the Lake Manitoba Railway and Canal Company, under the name of the Canadian Northern Railway Company, and the agreement for such amalgamation was confirmed; authority also was given for the construction of a railway from Prince Albert to Edmonton, also a branch from a point on that line to the Peace river, together with certain other branch lines.

The Dominion Act 1 Ed. VII., chap. 52 (1901), confirmed certain agreements for amalgamation of the Manitoba and South-eastern Railway Company and the Ontario and Rainy River Railway Company with the above company; it also granted authority to construct certain lines of railway described.

By the Dominion Act 1 Ed. VII., chap. 53 (1901), authority was granted to the above company, to lease, with the option of purchase the Northern Pacific and Manitoba Railway, the Winnipeg Transfer Railway Company, Limited, the Portage and North-western Railway Company, and the Waskada and North-eastern Railway Company.

By the Dominion Subsidy Act 62-63 Vic., (1889), chap. 7, item 32, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 100 miles of railway from a point on the Winnipeg Great Northern Railway north of Swan river to Prince Albert, N.W.T.

By the Dominion Subsidy Act 63-64 Vic (1900), chap. 8, item 18, the grant of a similar subsidy for 100 miles of railway in further extension of the company's line from north of Swan river towards Prince Albert, was authorized.

The company having applied, they were admitted to contract under both subsidies, the two agreements being dated December 7, 1903.

The payments made to this company under the aforesaid agreements aggregate the following amounts:—

For the Ontario and Rainy River Railway (see the Annual Report for 1902-03), \$1,534,976, all paid prior to June 30, 1903.

For the Prince Albert Branch, \$374,156.

The total of the above payments amounts to \$1,909,132, up to June 30, 1904.

By the Special Act 3 Ed. VII., chap. 7 (1903), assistance was granted for the extension of the company's railway for 620 miles from Grandview, the terminus of their Gilbert Plains branch to Edmonton, and for a distance of 100 miles east of Prince Albert to Prince Albert, by guaranteeing the principal and interest at 3 per

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cent per annum of first mortgage bonds and other securities to the extent of \$18,000 a mile, the principal to be payable in 50 years from the passage of the Act.

Under date July 29, 1903, a trust mortgage between the Canadian Northern Railway Company, the British Empire Trust Company, Limited, the National Trust Company, Limited, and His Majesty was executed in pursuance of the provisions of the said Act, the security to be held by the trustees to be a charge on the two lines of railway thereunder to be constructed, with their equipment, buildings and appurtenances, on the balance of the Prince Albert Branch east of Erwood, and on the company's already constructed and operated lines from Port Arthur westwards as enumerated in a schedule attached, with their buildings, equipment and appurtenances.

Under the same date, July 29, 1903, an agreement was made with the company for the construction of the said two lines of railway, accordingly the line from Grandview to Edmonton to be completed by October 1, 1905, and the 100 miles east from Prince Albert by the same date.

Under orders in Council of November 5, 1903, March 10, 1904, August 18, 1904, and January 13, 1905, authority has been given for the payment out of moneys deposited with the government as proceeds of the company's stock, for that purpose, under the said agreement of the sum of \$6,125,600, for the work executed on the 620 miles between Grandview and Edmonton, and of the sum of \$986,000, for work on the 100 miles east from Prince Albert, being the proportion of the guarantee earned for the execution of 76 per cent of the estimated cost, \$11,341,300, of the work to be done on the 620 miles, including equipment, and of 72 per cent of the estimated cost, \$1,709,115, of the work to be done on the 100 miles, including equipment.

This represents the position up to June 30, 1905.

For certain portions of the company's lines, under the aforesaid amalgamations, land grants have been authorized (see Winnipeg Great Northern Railway Company and Manitoba and South-eastern Railway Company in annual report for 1895-96.) These matters are dealt with by the Department of the Interior.

The company further, by virtue of this amalgamation, have an agreement with the government for the transport of men, supplies, materials and mails for 20 years over the portion of their line from Gladstone to a point half way to the River Saskatchewan.

CANADIAN PACIFIC RAILWAY COMPANY.

(Revelstoke to Arrow Lake.)

(See Annual Report for 1896-97.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Pipestone Branch—Antler Station to Moose Mountain.)

(See Annual Report for 1901-02.)

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CANADIAN PACIFIC RAILWAY COMPANY.

(Crow's Nest Pass Railway.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Waskada Branch.)

(See No. 494.)

By the Railway Subsidy Act of 1900 62-64 Vic., chap 8, item 19, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, for 20 miles further.

That company having applied for the said subsidy, a contract was entered into with them for the work on December 28, 1901, under authority of orders in council, dated July 6, September 11, October 3, and November 30, 1901. No portion of the subsidy was paid up to June 30, 1902.

In the fiscal year 1903-04 payments were made to the extent of \$64,000.

No further payments have been made up to June 30, 1905.

CANADIAN PACIFIC RAILWAY COMPANY.

(Pheasant Hills Branch.)

(See No. 616.)

By the Subsidy Act of 1903, Ed. VII., chap. 57, item 72, the grant of a subsidy of \$3,200 a mile with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from a point on the main line of the Canadian Pacific Railway between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.

The company having applied, a contract was entered into with them on January 14, 1904, under authority or orders in council of November 17, 1903, and January 12, 1904.

During the past fiscal year, subsidy was paid for this work to the extent of \$56,576, making the total payments up to June 30, 1905, \$435,200.

CANADIAN PACIFIC RAILWAY COMPANY.

(Dyment Branch.)

(See Annual Report for 1902-03.)

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CANADIAN PACIFIC RAILWAY COMPANY.

(West Selkirk—Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

CAP DE LA MADELEINE RAILWAY COMPANY.

(See Annual Report of 1896-97.)

CAPE BRETON RAILWAY EXTENSION COMPANY, LIMITED.

(See Annual Report of 1895-96.)

(See No. 420.)

This company was incorporated by 62 Vic., chap. 126 (1899), of the Acts of Nova Scotia, with powers to construct a railway between Canso and Louisburg and to construct a bridge or tunnel over or under the Straits of Canso, or to operate a ferry.

By the Nova Scotia Act of 1902, chap. 190, it was further empowered to build branches from any point on its main line or branches to any other point in the county of Cape Breton.

By the Subsidy Act of 1899, 62-63 Vic., chap. 7, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the average cost in excess of \$15,000 a mile, in all not exceeding \$6,400 a mile, was authorized in aid of a railway from Port Hawkesbury, on the Strait of Canso, N.S., to St. Peter's, 30 miles.

The above company, having applied, were admitted to contract for work on September 15, 1900. Payments have been made up to June 30, 1904, of \$182,400.

No further payments have been made up to June 30, 1905.

CENTRAL COUNTIES RAILWAY COMPANY.

(See No. 574.)

This company was originally incorporated by the Dominion Act 50-51 Vic., chap. 82, under the name of the Prescott County Railway, with powers to construct and operate a railway from a point in or near the village of Hawkesbury, in the county of Prescott, to a point on the line of the Ontario and Quebec Railway in the county of Soulanges, in the province of Quebec, and to a point on the line of the Canada Atlantic Railway, in the county of Glengarry, and to the River St. Lawrence, in or near the town of Cornwall, with a branch to Caledonia Springs.

By the Dominion Act 52 Vic., chap. 80, the name of the company was changed to the above, and power granted to construct a bridge across the Ottawa river. By a further Dominion Act, 2, Edward VII., chap. 53, power was granted for the extension of the railway from Hawkesbury to South Indian.

This railway has been leased to, and is now operated by, the Canada Atlantic Railway Company.

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By the Dominion Subsidy Act of 1903, 3 Edward VII., chap. 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 35 miles, and has been granted to this company, in lieu of the subsidy authorized by item 22 of sec. 2 of chap. 7 of 1899.

Application having been made, the company was admitted to contract for this work on December 26, 1903, under authority of the Order in Council of December 12, 1903.

No payments have been made up to June 30, 1905.

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

CENTRAL RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1902-03.)

CHATEAUGUAY AND NORTHERN RAILWAY COMPANY.

(See Nos. 507, 508, 509, 599.)

This company was incorporated by the Quebec Act of 1895 (1), chap. 64, its powers of construction being modified by the Act, chap. 75 of 1896.

By the Dominion Subsidy Act of 1900, 63-64 Vic., chap. 8, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 42 miles of a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the town of Joliette, with a spur into the town.

The company were admitted to contract for this work on January 19, 1901.

On the same date they were admitted to contract for two other works, specially subsidized by the same Act, viz., for a railway, vehicular, and foot-passenger bridge from Bout de L'Isle to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouareau river, \$15,000. No portion of these three subsidies has been paid up to June 30, 1908.

By the Dominion Subsidy Act of 1903, chap. 57, item 55, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 16 miles of a railway from a point on its main line at or near L'Epiphanie, via the parish of St. Jacques de l'Achigan to the village of Rawdon.

The company were admitted to contract for this work on December 12, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, sec. 3, sub-sec. 4, a subsidy was authorized for the Bout de L'Isle bridge of \$50,000, in addition to that granted by item 33 of section 2, of chap. 8, of 1900.

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The total of the payments made to the company up to June 30, 1904, amounted to \$191,595.

No further payments have been made up to June 30, 1905.

CHATHAM BRANCH RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CHIGNECTO MARINE TRANSPORT COMPANY.

(See Annual Report for 1894-95.)

COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap. 128.)

(See Nos. 403, 520.)

This company was incorporated by the Provincial Act of Nova Scotia, 56 Vic., chap. 154 (1893), to build a line of railway from Yarmouth to Lockport; a subsequent Act, 59 Vic., chap. 103 (1896), extending its powers.

By the Dominion Subsidy Act, 60-61 Vic., chap. 4 (1897), the grant of a subsidy to this company for 61 miles of their railway from Yarmouth to Port Clyde was authorized, the amount being \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile.

The company were admitted to contract on August 26, 1897, the road to be completed by September 1, 1899.

During the year 1897-98 they were paid the sum of \$90,400.

By the Subsidy Act of 1901, chap. 7, item 5, the grant of aid was authorized for a line of railway from Pubnico, N.S., to Port Clyde, or Clyde river, \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, for 31 miles.

This was in lieu of the unexpended balance of the subsidy granted in 1897.

The company having applied were admitted to contract on March 1, 1903.

Payment of subsidy to the extent of \$150,400 had been made up to June 30, 1904.

No further payments have been made up to June 30, 1905.

COMPAGNIE DU CHEMIN DE FER DE COLONISATION DU NORD.

(See No. 451.)

This company was incorporated by the Dominion Act 62-63 Vic., chap. 62 (1899), with powers to construct and operate a railway from a point in or near Labelle, in the

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By the Dominion Subsidy Act of 1903, 3 Edward VII., chap. 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 35 miles, and has been granted to this company, in lieu of the subsidy authorized by item 22 of sec. 2 of chap. 7 of 1899.

Application having been made, the company was admitted to contract for this work on December 26, 1903, under authority of the Order in Council of December 12, 1903.

No payments have been made up to June 30, 1906.

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

CENTRAL RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1902-03.)

CHATEAUGUAY AND NORTHERN RAILWAY COMPANY.

(See Nos. 507, 508, 509, 599.)

This company was incorporated by the Quebec Act of 1895 (1), chap. 64, its powers of construction being modified by the Act, chap. 75 of 1896.

By the Dominion Subsidy Act of 1900, 63-64 Vic., chap. 8, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 42 miles of a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the town of Joliette, with a spur into the town.

The company were admitted to contract for this work on January 19, 1901.

On the same date they were admitted to contract for two other works, specially subsidized by the same Act, viz., for a railway, vehicular, and foot-passenger bridge from Bout de L'Isle to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouareau river, \$15,000. No portion of these three subsidies has been paid up to June 30, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, item 55, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 16 miles of a railway from a point on its main line at or near L'Epiphanie, via the parish of St. Jacques de l'Achigan to the village of Rawdon.

The company were admitted to contract for this work on December 12, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, sec. 3, sub-sec. 4, a subsidy was authorized for the Bout de L'Isle bridge of \$50,000, in addition to that granted by item 33 of section 2, of chap. 8, of 1900.

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The total of the payments made to the company up to June 30, 1904, amounted to \$191,595.

No further payments have been made up to June 30, 1905.

CHATHAM BRANCH RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CHIGNECTO MARINE TRANSPORT COMPANY.

(See Annual Report for 1894-95.)

COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap. 128.)

(See Nos. 403, 520.)

This company was incorporated by the Provincial Act of Nova Scotia, 56 Vic., chap. 154 (1893), to build a line of railway from Yarmouth to Lockport; a subsequent Act, 59 Vic., chap. 103 (1896), extending its powers.

By the Dominion Subsidy Act, 60-61 Vic., chap. 4 (1897), the grant of a subsidy to this company for 61 miles of their railway from Yarmouth to Port Clyde was authorized, the amount being \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile.

The company were admitted to contract on August 26, 1897, the road to be completed by September 1, 1899.

During the year 1897-98 they were paid the sum of \$90,400.

By the Subsidy Act of 1901, chap. 7, item 5, the grant of aid was authorized for a line of railway from Pubnico, N.S., to Port Clyde, or Clyde river, \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, for 31 miles.

This was in lieu of the unexpended balance of the subsidy granted in 1897.

The company having applied were admitted to contract on March 1, 1903.

Payment of subsidy to the extent of \$150,400 had been made up to June 30, 1904.

No further payments have been made up to June 30, 1905.

COMPAGNIE DU CHEMIN DE FER DE COLONISATION DU NORD.

(See No. 451.)

This company was incorporated by the Dominion Act 62-63 Vic., chap. 62 (1899), with powers to construct and operate a railway from a point in or near Labelle, in the

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county of Labelle, Quebec, and passing within a mile of the parish church of L'Annonciation, in the township of Marchand, in the said county, and within a mile of the parish church in the village of Nomingue, in the township of Loranger, and within a mile of the village of Rapide de L'Orignal, in the townships of Robertson and Campbell, and thence in a westerly direction to a point at or near Lake Temiscamingue in the county of Pontiac.

By the Railway Subsidy Act 62-63 Vic., chap. 7 (1899), item 37, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on the average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway for a distance not exceeding 22 miles from Labelle in a north-westerly direction, to Nomingue, via Notre Dame de l'Annonciation.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 8, 1902.

Payment has been made to the extent of \$53,384, up to June 30, 1904.

No further payments have been made up to June 30, 1905.

COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1900-01.)

COLUMBIA AND KOOTENAY RAILWAY AND NAVIGATION COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

CORNWALLIS VALLEY RAILWAY COMPANY.

(See Annual Report for 1891-92.)

CUMBERLAND RAILWAY AND COAL COMPANY.

(See Annual Report for 1894-95.)

DOMINION ATLANTIC RAILWAY COMPANY.

(See Western Counties Railway Company.)

DOMINION EASTERN RAILWAY COMPANY.

(See Annual Report for 1900-01.)

DOMINION LIME COMPANY.

(See Annual Report for 1888-89.)

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DOMINION COAL COMPANY.

(See Annual Report for 1895-96.)

DRUMMOND COUNTY RAILWAY COMPANY.

(See Annual Report of 1900-01.)

EAST RICHELIEU VALLEY RAILWAY COMPANY.

(See Annual Report of 1888-89.)

EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

(See Nos. 455, 572.)

This company was incorporated by the Dominion Act of 1896, 59 Vic., chap. 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Dominion Act of 1898, 61 Vic., chap. 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Dominion Act of 1889, 62-63 Vic., chap. 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

By the Dominion Subsidy Act of 1903, 3 Edw. VII., chap. 57, item 28, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

The company having applied for this subsidy, a contract was entered into with them, accordingly on June 24, 1904, the road to be completed by December, 1906.

No payments have been made up to June 30, 1905.

ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

(See Annual Reports for 1885-86 and 1890-91.)

DEPARTMENT OF RAILWAYS AND CANALS

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ERIE AND HURON RAILWAY COMPANY.

(See Annual Report for 1886-87.)

ESQUIMALT AND NANAIMO RAILWAY COMPANY.

(See Annual Report for 1886-87.)

FREDERICTON AND ST. MARY'S BRIDGE COMPANY.

As stated in the annual report for the year 1888-89, by the special Act 50-51 Vic., chap. 26, (1887), the Governor in Council was authorized to make advances to the extent of \$300,000, (secured by mortgage) to the above company, in aid of the construction of a railway bridge over the St. John river, and advances were made accordingly to the extent of \$297,000.

By the Dominion Act of 1904, chap. 4, the Governor in Council was authorized to enter and take possession of the property of the company together with all its rights and privileges, default having been made in repayment of the said advances, and interest thereon, such property has become forfeited to the Crown. The requisite legal steps having been taken to obtain possession of the property, it is now included in the Intercolonial Railway system.

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY.

(See Annual Report for 1893-94.)

GRAND TRUNK RAILWAY COMPANY.

(See Annual Report of 1900-01.)

GREAT EASTERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

GREAT NORTHERN RAILWAY OF CANADA (FORMERLY THE GREAT NORTHERN RAILWAY COMPANY).

(See Annual Report for 1902-03.)

GULF SHORE RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1899-1900.)

GUELPH JUNCTION RAILWAY COMPANY.

(See Annual Report of 1888-89.)

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HALIFAX AND SOUTH-WESTERN RAILWAY COMPANY.

(See Nos. 567, 619.)

This company was declared to be incorporated under date of the 21st day of August A.D. 1901, by the Act of the province of Nova Scotia, 2 Edward VII, chap. 1 (1902), for the construction and operation of a railway from a point on the Inter-colonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Dominion Subsidy Act of 1903, chap. 57, items 23 and 75, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (a) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (b) from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (c) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (d) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9 1903; the time for completion being fixed as August 1, 1905.

During the past fiscal year payments have been made to the extent of \$291,842, making the total payments up to June 30, 1905, \$477,264.

HALIFAX AND YARMOUTH RAILWAY COMPANY.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

HARVEY BRANCH RAILWAY COMPANY.

(See Annual Report of 1889-90.)

HEREFORD RAILWAY COMPANY (FORMERLY HEREFORD BRANCH RAILWAY COMPANY).

(See Annual Report of 1891-92.)

INTERNATIONAL RAILWAY COMPANY.

(See Annual Reports of 1887-88 and 1889-90.)

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

(See Restigouche and Western Railway Company.)

This company was incorporated by letters patent, dated May 19, 1903, in pursuance of the Act of the legislature of New Brunswick of that year, entitled 'An

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Act in aid of the construction of certain railways,' with powers to construct a line of railway commencing at the terminus of the first section of 10 miles of railway extending from Campbellton, N.B., westward, built for the Restigouche and Western Railway Company, to the St. John river at a point between Grand Falls and Edmundston, with power to acquire the said 10 miles already built, and to issue debentures on the said line of railway, including the first section of 10 miles, when acquired, to the extent of \$5,000 per mile; the capital stock to be \$600,000, with provision for increase to \$1,500,000.

By the Subsidy Act of 1903, chap. 57, item 14, authority was given for the grant of a subsidy to the above company for a line of railway from the western end of the 10 miles of its railway already constructed from Campbellton towards a point on the St. John river between Grand Falls and Edmundston, not exceeding 67 miles, being in lieu of previous subsidies.

Under date of May 13, 1906, a subsidy contract was entered into with the company accordingly, under the authority of an Order in Council of the 8th of that month.

No payments have been made up to June 30, 1905.

INVERNESS RAILWAY AND COAL COMPANY.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap. 162 of 1902.)

(See Nos. 208, 251, 357, 400, 523 and 568.)

This company was incorporated by the Act of the province of Nova Scotia, 50 Vic., chap. 60 (1887), with powers for the construction of a line of railway between Hawkesbury and a point in the district of Margaree. By the Act of 1888, chap. 79, the location of the line was authorized as from Port Hawkesbury, through Port Hastings, Judique, Port Hood, Mabou and Margaree, to a point at Eastern Harbour, Cheticamp.

By the Subsidy Act, 57-58 Vic., chap. 4 (1894), assistance to the extent of \$80,000 was authorized for 25 miles of railway from Port Hawkesbury towards Cheticamp, and the above company was admitted to contract for the work on November 23, 1894.

By the Subsidy Act of 1897, 60-61 Vic., chap. 4, in lieu of the subsidy granted in 1894, a subsidy of \$3,200 a mile with an addition of 50 per cent on expenditure in excess of \$15,000 a mile, such subsidy in all not to exceed \$6,400 a mile, was authorized for a railway from Port Hawkesbury to Port Hood and Broad Cove, 53 miles, and the company was admitted to contract thereunder on April 29, 1898.

By the Subsidy Act of 1903, chap. 57, item 24, the grant of a subsidy for 30 miles of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chap. 4 of 1897, was authorized.

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The company was admitted to contract on November 9, 1903; the time for completion being fixed as August 1, 1905.

The total payments up to June 30, 1904, amounted to \$368,545.97.

No further payments were made up to June 30, 1905.

IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY.

(See Annual Report for 1900-01.)

JOGGINS RAILWAY COMPANY.

(See Annual Report for 1891-92.)

KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(See Napanee, Tamworth and Quebec Railway.)

KINGSTON AND PEMBROKE RAILWAY COMPANY.

(See Annual Report for 1884-85.)

KLONDIKE MINES RAILWAY COMPANY.

(See No. 615.)

This company was incorporated by the Dominion Act of 1899, chap. 72, with powers for the construction of a line of railway from Klondike City along the Klondike river to Bonanza Creek, and thence along the Yukon river to Dawson City, together with power to construct certain branch lines. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 71, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Dawson to Stewart river, not exceeding 84 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on February 1, 1905, under authority of orders in council of March 7 and December 24, 1904, and January 7, 1905.

No payments have been made up to June 30, 1905.

KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(See No. 543.)

This company was incorporated by the Act 1, Ed. VII., chap. 70 (1901), with powers to construct a railway from a point at or near Lardo, near the head of Kooten-

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may lake, to a point at or near Duncan; thence north-westerly to Arrowhead on Arrow lake, B.C., together with such branch lines, none to exceed 30 miles, as may be authorized by the Governor in Council. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

On August 15, 1901, this railway was leased to the Canadian Pacific Railway Company for a term of 999 years. The leasing was approved by an Order in Council of June 29, 1903.

By the Subsidy Act of 1901, chap. 7, item 28, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited to \$6,400 in all, was authorized for a railway from Duncan lake towards Lardo or Arrow lake, B.C., or from Lardo to Arrow lake, not exceeding 30 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on August 26, 1901, under authority of Orders in Council of June 8 and July 6, 1901; the time for completion being fixed as August 1, 1903. The road was built from Lardo to Trout lake, 33 miles, and was inspected in June, 1902, with a view to its being opened for public traffic.

During the past fiscal year, subsidy was paid to the extent of \$4,176.15, making the total payments up to June 30, 1905, \$64,790.

LAURENTIAN RAILWAY COMPANY.

Formerly 'the Lake Erie, Essex and Detroit Railway Company.' Name changed by Dominion Act, 54-55 Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)

L'ASSOMPTION RAILWAY COMPANY.

(See Annual Report of 1886-87.)

LEAMINGTON AND ST. CLAIR RAILWAY COMPANY.

(See Annual Report of 1888-89.)

LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY.

(See Annual Report of 1896-97.)

LAURENTIAN RAILWAY COMPANY.

(See St. Lawrence, Lower Laurentian and Saguenay Railway Company.)

LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY.

(See Nos. 197, 271, 372, 425, 545.)

This company was incorporated by the Dominion Act 53, Vic., chap. 55 (1890), with powers to construct a railway from a point at or near Pontypool on the line of

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the Canadian Pacific Railway, thence via Lindsay to the village of Bobcaygeon. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

The charter originally granted was revived and amended by the Act 55-56 Vic., chap. 78.

By the Subsidy Act of 1903, chap. 57, item 2, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited in all to \$8,400 a mile, was authorized for a railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chap. 7 of 1899.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on March 14, 1904.

The sum of \$185,173.06 was paid during the past fiscal year, the total paid up to June 30, 1905.

LOTBINIÈRE AND MEGANTIC RAILWAY COMPANY.

(See Annual Report of 1896-97.)

MAGNETAWAN RIVER RAILWAY COMPANY.

This company was incorporated by the Act 1 Edward VII. (Ontario), chap. 83 (1901), with powers to construct a railway between a point in or near the village of Burk's Falls, in the district of Parry Sound, and a point on the Magnetawan river, in the said district of Parry Sound, where the said river is navigable for vessels.

By the Railway Subsidy Act, 1 Edward VII., chap. 7 (1901), item 22, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$8,400 a mile, was authorized for a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Magnetawan river, not exceeding two miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on March 19, 1903.

During 1902-03 there was paid to the company the sum of \$3,552.

No further payments were made up to June 30, 1905.

MANITOULIN AND NORTH SHORE RAILWAY COMPANY.

(See No. 481.)

This company was incorporated by the Dominion Act of 1900, chap. 64, 63-64 Vic., with powers to construct a line of railway from Little Current, Manitoulin Island, to a point 100 miles northerly, crossing the Canadian Pacific Railway at or near Onaping or Cartier stations; also from a point in or near the township of Drury or Hyman, on its said line, easterly to Sudbury, also from a point at or near Little

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Current, south-easterly to the south shore of Manitoulin Island, or Fitzwilliam Island, and from a point near Tobermory to Meaford, passing through Wiarton and Owen Sound; also with powers for dock construction, ferry operation, and electric power production.

By the Subsidy Act of 1900, chap. 8, item 6, aid was authorized towards the construction of 66 miles of the company's railway from Little Current to Sudbury; the company to construct a bridge between Little Current and the mainland, with free provision for vehicular and passenger traffic.

By an Act of 1901, section 5, work under the foregoing subsidy was allowed to be carried on in two sections, the first beginning at Victoria Mines and extending to Sudbury and thence to Lake Wahnapiatae, not exceeding 33 miles, the second beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, not exceeding 31 miles.

Under date of May 15, 1902, a contract was entered into with the company under the above subsidy for a railway from Victoria Mines to Sudbury and thence to Lake Wahnapiatae.

During the year 1902-03 there was paid to the company the sum of \$32,000.

No further payments were made up to June 30, 1905.

MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MIDDLETON AND VICTORIA BEACH RAILWAY COMPANY.

(See Nos. 503, 536 and 566.)

This company was incorporated by the statute of Nova Scotia, 60 Vic., chap. 83 (1897), as 'the Granville and Victoria Beach Railway and Development Company,' with powers to build a line of railway from some point on the Dominion and Atlantic Railway at or near Bridgetown, through Granville, to some point at or near Victoria Beach on the Annapolis Basin, with approved branches, &c. This Act was revived by the Act of 1899, chap. 129. It was further revived by the Act of 1901, chap. 160, and extended for six years; the name being changed to the 'Middleton and Victoria Beach Company.'

By the Railway Subsidy Act of Canada, 63-64 Vic., chap. 8, item 28, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 30 miles of a railway from Bridgetown to Victoria Beach, Nova Scotia.

The above company having applied, they were admitted to contract for the work on May 5, 1902, under authority of an Order in Council of April 1, the railway to be completed by December 1, 1903.

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By the Subsidy Act of 1901, chap. 7, item 21, a similar subsidy was authorized to be granted for an extension from Bridgetown to Middleton, not exceeding 11 miles, and the company having applied for it, a contract was made with them, accordingly, on May 5, 1902, under authority of an Order in Council of April 1, the work to be completed by December 1, 1903.

By the Subsidy Act of 1903, chap. 57, item 2, a similar subsidy was authorized for 41 miles of railway from Victoria Beach to Middleton, in lieu of subsidies granted by chap. 8 of 1900, and chap. 7 of 1901.

Application having been made, the company was admitted to contract for this work on December 28, 1903, the time for completion being fixed as by August 1, 1905.

The sum of \$47,789 was paid during the past fiscal year, the total paid up to June 30, 1905.

MIDLAND RAILWAY COMPANY, LIMITED.

(See Annual Report of 1903-04.)

MONTFORT COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MONTFORT AND GATINEAU COLONIZATION RAILWAY COMPANY.

(Now part of Great Northern Railway Company of Canada.)

(See Annual Report for 1902-03.)

MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY.

(See Annual Report for 1892-93.)

MONTREAL AND LAKE MASHINONGÉ RAILWAY COMPANY.

(See Annual Report for 1890-91.)

MONTREAL AND SOREL RAILWAY COMPANY.

(See Annual Report for 1892-93.)

MONTREAL AND WESTERN RAILWAY COMPANY.

(See Annual Report for 1893-94.)

MONTREAL AND OTTAWA RAILWAY COMPANY.

(Formerly the VAUDREUIL AND PRÉSCOTT RAILWAY COMPANY. Name changed by 53 Vic., ch. 53.)

(See Annual Report for 1898-99.)

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MONTREAL AND PROVINCE LINE RAILWAY COMPANY.

(See Annual Report for 1901-02.)

NAPANEE, TAMWORTH AND QUEBEC RAILWAY COMPANY.

(Name changed to the KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY by the Act 58 Vic., ch. 62.)

(See Annual Report for 1895-96.)

NAKUSP AND SLOCAN RAILWAY COMPANY.

(See Annual Report for 1894-95.)

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY.

(See Annual Report for 1888-89.)

NEW BRUNSWICK COAL AND RAILWAY COMPANY.

(See No. 522.)

This company was incorporated by the Act 1 Edward VII., chap. 77 (New Brunswick), with powers to construct a line of railway from Chipman to Gibson, with the right to build branches thereto and connecting with any railway or railways in New Brunswick.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a line of railway from Chipman station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 31, not exceeding 45 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 30, 1902.

The total paid up to June 30, 1904, amounted to \$48,000.

No further payments were made up to June 30, 1905.

NEW GLASGOW IRON, COAL AND RAILWAY COMPANY.

(See Annual Report for 1895-96.)

NICOLA, KAMLOOPS AND SIMALKAMEEN COAL AND RAILWAY COMPANY.

(See No. 570.)

This company was incorporated by the British Columbia Act of 1891, chap. 47, with powers to construct a single or double track line of railway from the eastern ex-

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tremity of Nicola lake; thence to the town of Princeton, and thence by way of Simalkameen river in a southerly direction to Osoyoos lake; also from the terminus at Nicola in a northerly direction to the town of Kamloops. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola lake, not exceeding 45 miles, being a revote of subsidies granted by chap. 5 of 1892 and chap. 4 of 1894.

The company having applied for this subsidy, a contract was entered into with them for this work on April 27, 1905, under authority of an Order in Council of April 20, 1905.

No payments have been made up to June 30, 1905.

NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(See Annual Report of 1890-91.)

NORTHERN AND WESTERN RAILWAY COMPANY.

(See Annual Report of 1889-90.)

(Also under the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

NOVA SCOTIA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1898-99.)

NOVA SCOTIA EASTERN RAILWAY COMPANY, LIMITED.

(See Nos. 516, 519, 563, 607.)

This company was incorporated by the Act 1, Edward VII., chap. 130 (Nova Scotia), with powers to construct a line of railway from a point on the Intercolonial Railway at or near New Glasgow, in the county of Pictou, and passing through the counties of Pictou and Guysborough, to the deep waters of Country Harbour, in the county of Guysborough, and from the Cross Roads, Country Harbour, in the said county of Guysborough, to a point at or near the town of Guysborough, and thence to a point on the Strait of Canso, in the said county of Guysborough, and such other lines as may become feeders for the main trunk line above described.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 1, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a line of railway from a point on the Intercolonial Railway, at or near New Glasgow

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to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 34, not exceeding 80 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 19, 1903.

By the Subsidy Act of 1903, chap. 57, items 19 and 63, the grant of subsidies was authorized, on terms similar to the above, for lines of railway from New Glasgow to Cross Roads, Country Harbour, via Guysborough, to the Straits of Canso, with a branch from Cross Roads down the Country Harbour river to navigable waters, 116 miles; and from Dartmouth through the Musquodoboit valley to a point at or near Melrose, to connect there with the railway mentioned in item 19.

The company having applied, were admitted to contract under both subsidies, the two agreements being dated April 19, 1904; the railways to be completed by December 31, 1906.

No payments have been made up to June 30, 1906.

NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ONTARIO AND PACIFIC RAILWAY COMPANY.

(Name changed to OTTAWA AND NEW YORK RAILWAY COMPANY, by 60-61 Vic., ch. 57, 1897.

(See Annual Report for 1901-02.)

ONTARIO AND QUEBEC RAILWAY COMPANY.

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

ONTARIO AND RAINY RIVER RAILWAY COMPANY.

(Amalgamated with and under the name of the CANADIAN NORTHERN RAILWAY COMPANY under the Act 62-63 Vic., ch. 80.

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and under Canadian Northern Railway Company in present report.)

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ORFORD MOUNTAIN RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1894-95.)

(See No. 594.)

The history of this railway was given in the annual report for 1894-95, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1903, chap. 57, section 2, item 594, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton and the township of Potton, 12 miles—not exceeding in the whole 27 miles.

The company having applied for these subsidies, contracts were entered into with them, accordingly, on March 9, and June 12 and 23, 1905, for the construction of the sections above named, under the authority of orders in Council dated March 25, 1905, for the two first named sections of 5 and 10 miles, and on February 10, 1905, for the last named section.

During the past fiscal year, payments have been made to the extent of \$38,250, making the total paid up to June 30, 1905, including previous subsidies, \$123,050.

OTTAWA AND NEW YORK RAILWAY COMPANY.

(See Ontario and Pacific Railway Company.)

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY.

(Now the CANADA ATLANTIC RAILWAY COMPANY, by amalgamation, under the Act 62-63 Vic., ch. 81, 1899

(See Annual Report for 1898-99.)

OTTAWA AND GATINEAU VALLEY RAILWAY COMPANY.

(Name changed to the OTTAWA AND GATINEAU RAILWAY COMPANY, by the Act 57-58 Vic., ch. 87, which consolidated and amended Acts relating to the company.)

(Name further changed to the OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY, by the Act 1 Edw. VII., ch. 80, 1901.

(See Annual Report for 1903-04.)

OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

(See Ottawa and Gatineau Valley Railway Company, and Pontiac Pacific Junction Railway Company.)

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OSHAWA RAILWAY AND NAVIGATION COMPANY.

(Name changed to the OSHAWA RAILWAY COMPANY, by 54-55 Vic., ch. 91.)

(See Annual Report for 1895-96.)

PARRY SOUND COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1895-96.)

PEMBROKE SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PHILLIPSBURG JUNCTION AND QUARRY COMPANY.

(See Annual Report for 1894-95.)

(Now the PHILLIPSBURG RAILWAY AND QUARRY COMPANY. Name changed by 58 Vic., ch. 65, 1895)

(See Annual Report for 1899-1900.)

PORT ARTHUR, DULUTH AND WESTERN RAILWAY COMPANY.

(Formerly the THUNDER BAY COLONIZATION RAILWAY COMPANY.)

See Annual Report for 1892-93.)

PONTIAC AND RENFREW RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PONTIAC PACIFIC JUNCTION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY COMPANY.

Leased to Canadian Pacific Railway Company.

(See Annual Report for 1890.)

QUEBEC BRIDGE COMPANY.

(Now the QUEBEC BRIDGE AND RAILWAY COMPANY,—name changed by the Act 3 Ed. VII., ch. 177, 1903.)

(See No. 467 and Acts, chaps. 54 and 177 of 1903.)

This company was incorporated by the Dominion Act, 50-51 Vic., chap. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec.

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and to arrange the same for the use of foot passengers and vehicles, and to construct and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64, Vic., chap. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

By the Railway Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company of \$1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, chap. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council dated May 16, 1898.

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of \$374,353.33 were made up to June 30, 1903. No further payments have been made.

By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the construction of all its authorized works was extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by Parliament; and by Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act, was so ratified and

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confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company releases the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government agrees to guarantee the principal and interest of the company's bonds to the extent of \$6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding \$265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the works was fixed as by December 1, 1906.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of \$6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Quebec, 6.44 miles, and by an order in council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.

Under the terms of the company's aforesaid agreements in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

Up to June 30, 1904, no issue of bonds had been authorized.

During the past fiscal year, certificates have been issued by the Chief Engineer, showing a value of work done and materials delivered to the extent of \$1,989,162.85, justifying an issue of bonds to the extent of \$2,340,186.

This represents the position up to June 30, 1905.

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QUEBEC CENTRAL RAILWAY COMPANY.

(See Annual Report of 1895-96.)

QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY.

(See Annual Report of 1895-96.)

QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY COMPANY.

(See Annual Report for 1894-95.)

QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY.

(See No. 517.)

This company was incorporated by the Act (1900), 63-64 Vic., chap. 75, with powers to construct a railway from Connor station on the St. Francis Branch of the Temiscouata Railway (New Brunswick) to a point on the Intercolonial Railway at or near St. Charles Junction, or a point on the Quebec Central Railway at or near St. Anselme, or a point on the Grand Trunk Railway at or near Chaudière Junction (Quebec) a distance of about one hundred and thirty miles.

By the Railway Subsidy Act of 1901, 1 Edward VII., chap. 7, item 2, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, towards the present terminus of the St. Francis Branch of the Temiscouata Railway, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis river, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, item 23; also for a line of railway in extension of the St. Francis Branch of the Temiscouata Railway to the mouth of the St. Francis river, New Brunswick, in lieu of the subsidy granted by 1899, chap. 7, sec. 2, item 43, not exceeding 3 miles; in all not exceeding 63 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 25, 1902.

No payments have been made up to June 30, 1905.

RED DEER VALLEY RAILWAY AND COAL COMPANY.

(See Annual Report for 1902-03.)

RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

(Now International Railway Company of New Brunswick, which see.)

(See Annual Report for 1903-04.)

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SCHOMBERG AND AURORA RAILWAY COMPANY.

(See Annual Report of 1903-04.)

SHUSWAP AND OKANAGAN RAILWAY COMPANY.

(See Annual Report of 1894-95.)

SOUTH NORFOLK RAILWAY COMPANY.

(See Annual Report of 1888-89.)

SOUTH SHORE RAILWAY COMPANY (of New Brunswick).

(See Annual Report of 1896-97.)

SOUTH SHORE RAILWAY COMPANY, QUEBEC.

(See 441, 468, 469 and 513.)

This company was incorporated by the Quebec Act of 1894, chap. 72, and the undertaking was declared to be a work for the general advantage of Canada by the Dominion Act, 60 Vic., chap. 10 (1896), which authorized the construction of a line of railway from a point in the town of Lévis to a point on the Canada Atlantic Railway at or near Valleyfield.

By the Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company for 82 miles of a railway from Sorel Junction to Lotbinière was authorized, \$3,200 a mile, with an addition of 50 per cent of cost in excess of \$15,000 a mile but not exceeding in the whole \$6,400 a mile. The company were admitted to contract for this work on May 9, 1900.

By the same Act the grant of a subsidy was authorized towards the construction of a bridge over the River Richelieu at Sorel, not exceeding \$35,000. The company were admitted to contract for this work on December 23, 1899.

By the same Act the grant of a subsidy to this company was authorized towards the renewal of the railway bridge over the River Yamaska at Yamaska, the amount being \$50,000. They were admitted to contract for the work on May 9, 1900.

By the Subsidy Act, 63-64 Vic., chap. 8 (1900), the grant of subsidy to the extent of \$50,000 was authorized for a railway bridge over the River St. Francis, such bridge to be free to foot passengers and vehicles. A contract was entered into with the company for the work on June 29, 1901.

By the Subsidy Act of 1903, chap. 57, sec. 3, subsec. 2, the grant of a subsidy of \$50,000 was authorized towards the construction of a steel superstructure of a railway bridge on the St. Francis river, county of Yamaska, in lieu of the grant under item 38 of sec. 2 of chap. 8 of 1900, but subject to the same conditions as expressed therein, the subsidy to be payable to the Canadian Bridge Company.

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A contract was entered into for this work accordingly on December 21, 1903.

By the same section of the said Act, subsec. 3, the grant of a subsidy was authorized to the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis river, subsidized in favour of the above company by section 3, of chap. 7, of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the treasury out of subsidies earned or to be earned.

A contract was entered into for this work accordingly on December 21, 1903.

The total of the payments made to the company up to June 30, 1904, amounted to \$199,784.35. This includes the sum of \$16,164.63 for completing the Montreal and Sorel Railway. (See Annual Report of 1899-1900.)

In addition to the subsidy payments above referred to, payment was made to the Canadian Bridge Company, during the past fiscal year, of the sum of \$3,456.46, as interest on delayed payment of subsidy due, out of the balance remaining available of the subsidy, \$50,000, granted to that company, as contractors under the South Shore Railway Company, by the Act of 1903, chap. 57, sec. 3, subsec. 2; such payment having been made on the advice of the Department of Justice and under the authority of an order in council dated July 8, 1904.

ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1895-96.)

ST. CLAIR FRONTIER TUNNEL COMPANY.

(See Annual Reports of 1890-91 and 1891-92.)

ST. GABRIEL DE BRANDON AND STE. EMÉLIE DE L'ÉNERGIE RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ST. JOHN VALLEY AND RIVIÈRE DU LOUP RAILWAY COMPANY.

(See Annual Report for 1893-94.)

ST. STEPHEN AND MILLTOWN RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1900-01.)

STEWIACKE VALLEY AND LANSDOWNE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1900-01.)

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ST. LAWRENCE, LOWER LAURENTIAN AND SAGUENAY RAILWAY COMPANY.

(Name changed to LAURENTIAN RAILWAY COMPANY, by *Provincial Act 51-52 Vic., ch. 108.*)

(See Annual Report for 1891-92.)

ST. LOUIS AND RICHIBUCTO RAILWAY COMPANY.

(See Annual Report for 1884-85.)

ST. MARY'S RIVER RAILWAY COMPANY.

(See Nos. 495, 614.)

This company was incorporated by the Dominion Act, 63-64 Vic., chap. 79 (1900), with powers to construct a railway from some point between Lethbridge and Stirling, on the railway of the Alberta Railway Company to some point on the international boundary line, between ranges 24 and 30, west of the 4th meridian, N.W.T., and, with the approval of the Governor in Council, to build branch lines, limited to 15 miles each in length.

By the Dominion Act 4, Ed. VII, chap. 43 (1904), this company has been authorized to amalgamate with the Alberta Railway and Coal Company and the Canadian North-west Irrigation Company, under the name of the Alberta Railway and Irrigation Company.

By the Subsidy Act of 1903, chap. 57, item 70, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Spring Coulee, crossing St. Mary's river at Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all, not exceeding 32 miles.

The company having applied, they were admitted to contract, on March 14, 1904, the lines to be completed by August 1, 1905.

During the past fiscal year, subsidy was paid to the extent of \$32,134, making the total payments up to June 30, 1905, \$148,094.

TÉMISCOUATA RAILWAY COMPANY—RIVIÈRE DU LOUP TO EDMUNDSTON.

(See Annual Report for 1892-93.)

THOUSAND ISLANDS RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1901-02.)

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TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1895-96.)

(No. 387.)

A further subsidy to this company was authorized by the Act 60-61 Vic., chap. 4 (1897), namely, for 3.50 miles from the then terminus, through Tilsonburg to the Michigan Central Railway, \$3,200 a mile, with an addition of 50 per cent of the cost in excess of \$15,000 a mile, the whole not to exceed \$6,400 a mile.

Under date December 4, 1897, the company were admitted to contract. During the fiscal year 1898-99 the sum of \$10,912 was paid, and in the fiscal year 1900-01 the sum of \$7,159.48 was paid from this subsidy, making, with their previous subsidy of \$51,200, paid in 1895-96, a total of \$69,271.48.

By the subsidy Act, 62-63 Vic., chap. 7, item 26 (1899), a subsidy of \$3,200 per mile, with a further sunbsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for an extension from Tilsonburg to Ingersoll or Woodstock, not exceeding 28 miles.

Under authority of an order in council of September 11, 1901, a contract was made with the company accordingly on October 15, 1901; the road to be completed by October 1, 1902.

Up to June 30, 1904, payment had been made to the extent of \$117,431.48.

No further payments were made up to June 30, 1905.

TOBIQUE VALLEY RAILWAY COMPANY.

(See Annual Report for 1893-94.)

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

(See Annual Report for 1887-88.)

TRANS-CANADA RAILWAY COMPANY.

(See No. 540.)

This company was incorporated under the name of 'The Trans-Canadian Railway Company,' by the Act 58-59 Vic., chap. 28 (1895), with powers to construct a railway from a point at or near the city of Quebec; thence westerly and as nearly as practicable in a straight line to a point north of Lake Winnipeg; thence westerly by way of the Yellow Head or other convenient and practicable pass in the Rocky mountains; and thence by the Skeena river to Port Simpson or Port Essington, with the option of adopting any other more feasible route west of the Rocky mountains to reach a point on the Pacific coast between fifty-two and fifty-five degrees north latitude.

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Powers were also given for operation of vessels in connection with their railway; for wharf, dock, elevator and warehouse construction, and for production and use of electric power. also for telegraph and telephone lines to any point on James' bay, Hudson bay and Hudson straits.

Additional powers were given by the Act of 1894, chap. 65, for the construction of a branch from the main line at the St. Maurice river, Quebec, thence southerly to the village of Montcalm in the parish of St. Liguori, and thence in a direct line to the city of Montreal; the construction of such a branch not to be commenced until after two hundred miles of the main line beginning at the city of Quebec has been constructed and put into operation. This Act also changed the name of the company.

By the Act 2, Edw. VII., chap. 108 (1902), the time for the construction of the railway authorized by the above Acts, was extended to May 15, 1912: their powers of construction were also extended as follows:—To enable the company to 'continue the construction of its main line, which was commenced at Roberval on the Quebec and Lake St. John Railway, from that point in a westerly or north-westerly direction,' and to build 'a branch line from the nearest point on its main line to deep water near the mouth of the Nottaway river,' (which empties into James' bay), and also 'a branch line from Chicoutimi to the mouth of the Saguenay river at or near St. Catharine's bay'; also, with the sanction of the Governor in Council, to enter into an agreement with the Great Northern Railway of Canada, the Quebec and Lake St. John Railway Company, or the Canadian Northern Railway Company, for conveying or leasing its railway, or for an amalgamation with such company.

By the Railway Subsidy Act of 1901, 1 Edw. VII., chap. 71, item 25, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized 'for a line of railway from Roberval, Quebec, westward towards James' bay, not exceeding 60 miles.'

The company having applied for this subsidy, a contract was entered into with them accordingly on January 19, 1903.

No payments have been made up to June 30, 1905.

UNITED COUNTIES RAILWAY COMPANY.

(See Annual Report for 1900-01.)

VAUDREUIL AND PRESCOTT RAILWAY COMPANY.

(See Montreal and Ottawa Railway Company.)

WATERLOO JUNCTION RAILWAY COMPANY.

(See Annual Report for 1891-92.)

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WESTERN COUNTIES RAILWAY COMPANY.

(*Name changed to THE YARMOUTH AND ANNAPOLIS RAILWAY COMPANY, by 56 Vic., ch. 63.*)

(*Name further changed to THE DOMINION ATLANTIC RAILWAY COMPANY, by 57-58 Vic., ch. 69.*)

(See Annual Report for 1894-95.)

WEST ONTARIO PACIFIC RAILWAY COMPANY.

(*Leased to Ontario and Quebec Railway Company—C.P.R.*)

(See Annual Report of 1890-91.)

WOODSTOCK AND CENTREVILLE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

YARMOUTH AND ANNAPOLIS RAILWAY COMPANY.

(See *Western Counties Railway Company.*)

YORK AND CARLETON RAILWAY COMPANY.

(See Annual Report for 1901-02.)

LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior, to whose report reference must be had for information as to their position.

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.

CANALS.

The total expenditure charged to capital account on the original construction and the enlargement of the several canals of the Dominion, up to June 30, 1905, was \$89,294,758.39. A further sum of \$22,342,500.96 has been expended from the consolidated fund, including the repairs, renewals, maintenance and operation of these works, making a total of \$111,637,259.35. The total revenue derived, including tolls, and rentals of lands and water-powers, amounted to \$13,405,515.56. (See the accountant's statements, Part I.)

The expenditure on canals for the fiscal year ended on June 30, 1905, was as follows:—

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On construction and enlargement, a total of \$2,071,593.72 charged to capital and a further sum, charged to the consolidated fund, of \$1,252,111.03 for repairs, renewals, operation, and revenue collection, making a total for the year of \$3,323,704.75.

The total net revenue collected for the fiscal year was \$78,009.21. No tolls were charged on any of the canals.*

On July 1, 1904, the balance of rents unpaid was \$97,955.81. The rents accrued during the year amounted to \$114,396.26. The rents received amounted to \$76,546.46, leaving a balance of rents uncollected on June 30, 1905, amounting to \$133,686.47.

The total expenditure on canal staff and maintenance, repairs and renewals amounting, for the year, to \$1,252,111.03, an increase of \$152,339.35, and the total net receipts amounting, as above, to \$78,009.21, the amount of such expenditure in excess of receipts was \$1,174,101.82.

The above figures relate to the fiscal year 1904-05, but very voluminous statistics relating to the canal traffic, and various commercial statistics, for the season of navigation of the year 1904 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of the statistics are, however, summarized as follows:—

The total traffic through the several canals of the Dominion for the season of 1904 amounted to 8,256,236 tons, a decrease of 947,581 tons compared with the previous year. This includes 5,030,705 tons passing through the Sault Ste. Marie canal, against 5,511,868 tons in 1903. The amount of tolls that would have accrued had they been in force would be \$288,966.55.

The following features of the principal canal traffic during the season of 1904 will be of interest:—

On the Welland canal 811,371 tons of freight were moved, a decrease of 191,548 tons, of which 374,750 tons were agricultural products, a decrease of 169,243 tons, and 181,705 tons produce of the forest; of coal 103,329 tons were carried; 626,163 passed eastward, and 185,208 tons westward. 802,480 tons were through freight, of which 620,078 tons passed eastward.

Of the through freight, Canadian vessels carried 308,722 tons, a decrease of 91,769 tons, and United States vessels 311,356 tons, a decrease of 167,970 tons.

The total freight passed eastward and westward through this canal to United States ports was 252,481, a decrease of 117,744 tons compared with the year 1903.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 198,246 tons, a decrease of 153,690 tons compared with the previous year; of this, none was transhipped at Ogdensburg, as against 40,641 tons tran-

* All tolls were, by orders in council of April 27, and May 19, 1903, abolished for the seasons of 1903 and 1904, as an experiment—and by an order of June 22, 1905, the system of charging tolls was definitely abandoned thenceforward on all the canals of the Dominion.

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shipped in 1903. The further quantity of 21,830 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 220,076 tons.

On the St. Lawrence canals 1,427,316 tons of freight were moved, a decrease of 253,890; of which 645,999 were east bound through-freight, and 195,599 tons west bound through-freight, 507,895 tons were agricultural products, 605,198 tons merchandise, 467,430 tons coal, and 210,989 tons forest products.

Seventy-two cargoes, aggregating 116,095 tons, were taken to Montreal in 1904, seventy-four cargoes of grain, aggregating 99,582 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals in 1903, as against thirty-seven aggregating 35,253 tons, in 1902, twenty-two cargoes, aggregating 17,303 tons, in 1901, and fifteen cargoes, aggregating 7,924 tons in 1900.

On the Ottawa river canals the total quantity of freight moved was 335,993 tons, a decrease of 74,627, of which 312,216 tons were produce of the forest.

On the Chambly canal 448,187 tons were moved, an increase of 74,627, of which 313,986 tons were produce of the forest, and 81,292 tons of coal.

On the Rideau canal 55,120 tons were carried, a decrease of 5,960; 22,564 tons being the product of the forest, and 10,383 tons of coal.

On the St. Peters canal 73,416 tons were carried, a decrease of 17,446, of which 49,324 tons were merchandise, 40,244 tons coal.

On the Murray canal 28,439 tons passed, a decrease of 1,950, and 5,128 tons of this were the product of the forest.

On the Trent Valley canal, 45,689 tons were moved, of which 44,414 tons were the product of the forest.

On the Sault Ste. Marie canal, the total movement of freight was 5,030,705 tons, being a decrease of 481,163 tons carried in 3,962 vessels, the number of lockages being 3,022. Of wheat 29,793,453 bushels, and of other grain 3,345,468 bushels were carried; 1,924,260 barrels of flour, 2,432,778 tons of iron ore, 987,319 tons of coal, and 18,787,980 feet, board measure, of lumber; all these items show a decrease. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 31,538,621 tons, a decrease of 3,135,816 tons, carried in 16,115 vessels, a decrease of 2,480. The total quantity of wheat carried was 50,041,845 bushels, a decrease of 11,342,707, and of other grain 31,223,047 bushels, a decrease of 872,599. Of lumber the total was 913,111,980 feet, board measure, a decrease of 164,080,020.*

* From a highly interesting and valuable 'Statistical Report of Lake Commerce' passing through the Canals at Sault Ste. Marie, both American and Canadian, prepared under the direction of Lieut.-Col. Charles E. L. B. Davis, of the Corps of Engineers, U.S. Army, from the official records of the canals, the following interesting items have been compiled. As indicating the wonderful growth of the vast areas of population and enterprise during the past few years, the enormous financial, commercial and industrial interests involved, the capacity of the great west for the supply of the agricultural and mining needs of the eastern world, these statistics are of the highest importance and deserve most careful consideration, especially so when it is held in mind that they represent merely the water-borne traffic, and that the transport by rail, in all its many ramifications, remains still to be regarded in any estimation of the magnificent progress of this section of the continent since the date of the opening

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In connection with the question of canal versus railway transport of grain from the west, it may be noted that whereas grain and pease passed down to Montreal through the Welland and St. Lawrence canals to the extent of 198,246 tons, a decrease of 153,890 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk railways amounted to 154,625 tons, a decrease of 99,334 tons. Over the route from Depot Harbour on Georgian bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges canal, thence by barge to Montreal, in the season of 1903 the total freight carried was 315,779 tons, 109,937 tons were corn and 175,954 wheat; in 1904, the total freight carried was 209,260 tons; 61,675 tons were corn and 137,338 tons were wheat.

of the first ship canal (an American work) in 1866. To what a gigantic extent this lake traffic has developed can be gathered by the simple statement that in 1861 the freight carried amounted to 87,847 net tons (2,000 lbs.) valued, in round numbers, at \$6,000,000; in 1891 the freight increased to 8,888,759 tons, valued at \$128,178,208, and in 1902, to the highest point yet reached, namely, 35,965,146 tons, valued at \$368,306,300. From 1855 to 1904, exclusive, the total quantity of goods passed through these canals amounted to 354,247,159 tons, during the decade from 1894 to 1904, the average percentage of yearly increase of traffic is 12 per cent, the quantity of freight carried aggregating 253,002,697 tons. When it is further understood that the vessels traversing these inland seas are, many of them, of dimensions and cargo capacity such as we are accustomed to associate with ocean traffic and all that is implied in the building of such vessels, their equipment and operation is considered, the importance of the commerce of Lake Superior begins to be realized.

The following facts are notable:—

No tolls are charged for passage through either the American or the Canadian canals.

The season of navigation lasted for 7 months and 27 days, the United States canal being open from May 6 to December 13, or 223 days, and the Canadian canal from April 30 to December 26, 241 days.

The depth of water permitted a safe draft of from 17½ feet to 19½ feet.

The total freight passed through the two canals during the season aggregated 31,546,106 net tons (2,000 lbs.) a decrease compared with the preceding year of 3,123,331 tons, or 9 per cent. This decrease is ascribed, mainly, to a strike of the 'Masters and Pilots Association,' which lasted from the opening of navigation to June 13. 37,686 passengers were carried, being a decrease of 17,480, or 32 per cent. The traffic on the United States canal was 84 per cent of the total freight, or 26,517,916 tons, a decrease of 9 per cent, or 2,654,336 tons; and 57 per cent of the passengers, or 21,606, a decrease of 7 per cent, or 1,650. On the Canadian canal, the freight carried was 16 per cent of the total, or 5,028,190 tons; a decrease of 9 per cent, or 473,995 tons, and 43 per cent of the total passengers, or 16,089, a decrease of 60 per cent, or 15,930.

The total value of the freight was \$334,502,686, an average value of \$10.60 per ton. The amount paid for freight transportation was \$21,552,894.80. The average distance freight was carried was 843.6 miles, and the total of mile—tons was 26,803,815,636.

The total number of registered vessels using the canals was 886, and there were, in addition, 513 passages by unregistered craft conveying freight. The total value of the registered vessels is placed at \$69,166,400. United States vessels carried 94 per cent of the total freight, and Canadian vessels 6 per cent.

The number of registered vessels was 886; of which 787 were American, valued at \$63,789,300, aggregating 1,172,500 tons, registered, and 99 Canadian, valued at \$5,377,000, with 68,118 tons registered tonnage. Of these, 668 were American steamers, valued at \$56,622,700 and with 921,586 tons registered tonnage, and 89 Canadian steamers, valued at \$4,976,700, with 57,666 tons registered tonnage, and 224 sailing vessels, their value being \$7,680,600, and tonnage 250,915 tons; Canadian sailing vessels numbered 10, aggregating 10,452 tons registered, and their value being \$400,400. Unregistered craft made 513 passages, carrying 55,609 tons of freight. 299 passages were made by American vessels carrying 7,949 tons of freight, or an average of about 26½ tons per passage, and 214 passages by Canadian vessels, carrying 48,666 tons, or an average of about 227½ tons per passage.

Out of the 16,120 passages of the season, 2,626 were made by 100 vessels under 100 tons register; their average register tonnage being 31 tons.

The number of vessels in commission was, again, smaller than in the previous year; being 886, as against 896 in 1903, and 935 in 1902.

The tendency to increase the size and carrying capacity of vessels, and to abandon the use of the smaller vessel continues. In 1894 there were no boats carrying more than 4,000 tons, and only 18 carrying between 3,000 and 4,000 tons; at the same time there were 192 vessels carrying from 2,000 to 3,000 tons. Now, in 1904, ten years later, there were 93 of from 2,000 to 3,000 tons capacity; 154 between 3,000 and 4,000 tons; 37 between 4,000 and 5,000 tons; 30 between 5,000 and 6,000 tons; 64 of from 6,000 to 7,000 tons; 59 of from 7,000 to 8,000 tons; 86 of from 8,000 to 9,000 tons; 3 of from 9,000 to 10,000 tons, and 1 of over 11,000 tons; the last

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The quantity of grain carried to tide water on the New York state canals was 226,867 tons, a decrease of 100,973 tons, while the quantity carried by the railways of the state to tide water amounted to 3,048,573 tons, a decrease of 745,400.

Of the total east and west bound freight carried by the state of New York railways (the Erie, the Champlain, the Black river, the Cayuga and Seneca, and the Oswego), and the competing railways (the New York Central and the Erie Railway) respectively (amounting in 1904 to 68,510,495 tons—less by 3,773,013 tons than in 1903), the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869, to 6·8 per cent in 1898, 7·2 in 1899, 5·2 in 1900, 5·1 in 1901, 5·5 in 1902, 5·6 in 1903, and 4·6 in 1904. These canals carried in 1904, 3,138,547 tons, a decrease of 476,838 tons.

four were put in commission in 1904. As to the dimensions of these vessels, the fleet of 1904 comprised 183 vessels between 300 and 400 feet in length, and of from 38 to 50 feet beam, 118 vessels from 400 to 500 feet long, and with 46 to 50 feet beam and one vessel 560 feet long, with 56 feet beam. In 1903 the largest single cargo was 11,536 tons, carried by the steamer 'Augustus B. Wolvin,' whose season's work aggregated 177,729 tons carried, and a total of 156,410,487 mile-tons.

There were 16,120 passages of vessels through the canals, 2,476 less than in the preceding year, 13,153 being through the American and 2,967 through the Canadian; they were covered by 10,315 lockages, 1,327 less than in 1903, of which 7,293 were through the American and 3,022 through the Canadian lock.

The principal items of freight, compared with the previous year, were as follows:—coal, 991,228 tons, a decrease of 167,777 tons of hard and 324,987 tons soft coal; flour, 5,463,641 barrels, a decrease of 2,382,842 barrels; wheat, 49,928,869 bushels, a decrease of 11,455,683 bushels; grain other than wheat 33,030,992 bushels, an increase of 996,346 bushels (this quantity comprised 11,006,881 bushels of oats, 7,764,739 bushels of barley and 13,853,617 bushels of flax; there was no corn carried); manufactured and pig iron 33,030,992 tons, an increase of 86,718 tons; salt, 365,459 barrels, a decrease of 89,423 barrels; copper, 109,605 tons, a decrease of 2,272 tons; iron ore, 19,635,797 tons, a decrease of 2,019,101 tons; lumber, 923,280 M. ft. B.M., a decrease of 79,912; silver ore, 1,369 tons, against none carried in the three previous years, except one ton in 1902; building stone, 27,093 tons, an increase of 5,793 tons; general merchandise, 782,009 tons, an increase of 72,170 tons.

30·23 per cent of the total freight was cereals, 21·30 per cent was iron (ore, pig and manufactured) copper constituted 7·86 per cent and lumber 4·90 per cent.

The east-bound traffic from Lake Superior aggregated 24,213,902 tons, the bulk being raw material in cereals and minerals and lumber, of which quantity 2,509,407 tons went to Lake Michigan ports, 2,502,312 tons in American vessels from American to American ports, and 7,095 tons from Canadian to American ports in American vessels; Canadian vessels carried no freight to Lake Michigan. Lake Huron ports received 1,044,607 tons; American vessels carrying 126,788 tons from American to American ports, 34,647 tons from American to Canadian ports, and 12,500 tons from Canadian to American ports; Canadian vessels carried 944,644 tons from Canadian to Canadian ports, 5,460 tons from Canadian to American, and 21,468 tons from American to Canadian. To Lake Erie ports 20,373,262 tons were carried, of which American vessels carried 20,132,106 tons from American to American ports, 11,542 tons from American to Canadian and 99,997 tons from Canadian to American ports. Canadian vessels carrying 1,039 tons from Canadian to Canadian ports, and 148,579 tons from Canadian to American; they carried no freight from American ports on Lake Erie. To Lake Ontario 281,726 tons were taken, of which American vessels carried 41,242 tons from American to American ports, 32,354 tons from American to Canadian. Canadian vessels carrying 190,396 tons from Canadian to Canadian ports and 17,734 tons from American to Canadian.

The west-bound traffic to Lake Superior aggregated 7,332,204 tons, of which Canadian vessels carried 204,490 tons from Lake Huron Canadian ports to Canadian ports, and 12,451 tons to American ports, 421,668 tons from American ports in Lake Erie to Canadian ports, 60,420 tons from Canadian ports in Lake Ontario to Canadian ports, and 1,120 tons from Canadian to American ports. The largest west-bound traffic was from Lake Erie, 6,064,670 tons, carried from American to American ports in American vessels.

The freight charges per unit on the principal items were as follows:—on coal, \$0.40 per ton; \$0.13 per barrel; wheat and other grain, \$0.018 per bushel; manufactured iron, \$2.00 per ton; pig iron, \$1.50 per ton; salt, \$0.15 per barrel; copper, \$1.43 per ton; iron ore, \$0.63 per ton; lumber, \$2.56 per M. ft. B.M.; silver ore, \$2.00 per ton; building stone, \$1.50 per ton; unclassified freight, \$2.00 per ton.

The freight charge per ton per mile averaged 81 hundredths of a cent, the average charge per ton being 68 cents.

It has to be noted that there is a small discrepancy between the above statements and those of the Canadian officials, whose returns show a total of 5,030,705 tons of freight passed through the Canadian canal (instead of 5,028,190 tons) making the total freight passed through both canals 31,548,621 tons (instead of 31,546,106 tons).

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The enlarged Erie canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was \$51,609,200.

By means of the enlarged Canadian canal system and the intermediate waterways a minimum depth of fourteen feet of water from Lake Superior to the head of ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purposes of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.* As an index to the carrying power of the canal works, a vessel of 247 feet length and width 42·6 feet, drawing 14 feet of water and carrying 2,212 tons of corn may be regarded as typical of their general accommodation, though not of their full capacity.

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake waters, or a total of 1,223 miles. From Montreal to Duluth, at the south-west of Lake Superior, the total distance is 1,357 miles, and to Chicago, 1,286 miles. A summary of this route will be found in the Chief Engineer's report, Part II., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles distant), the Canadian Pacific Railway gives communication westwards and eastwards, and the Canadian Northern Railway westwards and with the south.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, if in the hands of competent pilots, both day and night. In the cases of the Sault Ste. Marie, the Cornwall, and the Soulanges, they are well lighted throughout by electricity, and the Lachine is partially so lighted. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installments for electrical lighting and operation of the Welland canal are in progress; also, for like purposes on the Lachine. The Farran's Point canal is lighted with acetylene gas.

The extensive improvement works being carried on at Port Colborne, the Lake Erie entrance of the Welland canal, comprise the deepening of the approach to the canal to 22 feet, and the construction of two docks, with piers, 200 feet wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation, when required.

The contract for the foundations of an elevator of 2,000,000 bushels capacity has been let. The plans for construction and equipment are in charge of a special expert in this difficult class of work. The work of excavation and filling is well advanced and a number of concrete foundation piers for the elevator have been built; work of rebuilding the west piers is in progress. In addition to the works undertaken

* In exceptional cases, and in cases of emergency, this length can, with certain manœuvring, be somewhat increased; being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.

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by this department, a breakwater, about a mile in length, has been, and another is being constructed across the entrance to the harbour by the Department of Public Works, which will also dredge out the area so contained; thus greatly increasing the accommodation, and insuring safety at this important point. The removal of the centre pier bridges on the canal, which obstructed navigation, is in progress, and new bridges spanning the entire channel are being erected, four such bridges were built during the year. The deepening of portions of the canal prism is almost completed, and the installation of an electrical system of lighting and lock operation is progressing.

The work of deepening the approaches of the Sault Ste. Marie canal to 21 feet 5 inches below extreme low water mark is progressing: when finished, a channel way 500 feet wide at the upper entrance and 315 feet wide at the lower entrance will be available. The approaches at the lower entrance are completed to that depth. The south lower entrance pier is being extended for a distance of 800 feet, and the work was nearing completion at the close of the fiscal year. A contract has been made for the work for a similar extension of 800 feet to the south upper entrance pier, on which good progress has been made. With the completion of these two works, and possibly some levelling, sodding and tree and shrub planting of the canal grounds, in order to obtain an appearance of neatness such as that which characterizes the American canal opposite, the construction work of this canal will be finished.

On the Trent canal, the section, $9\frac{1}{2}$ miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. A second hydraulic lift lock to overcome a rise and fall of fifty-four feet is under construction for the Balsam-Simcoe lake division of the canal, sections 2 and 3 of which are nearly completed.

When the present contracts are completed, a six foot navigation will be afforded from Lake Simcoe to Heely's falls, a distance of about 160 miles, leaving the portion between Heely's falls and Lake Ontario and the portion from the head of Lake Simcoe to Georgian bay, Lake Huron, still to be dealt with. The total distance between the Bay of Quinté, Lake Ontario and Georgian Bay is about 192 miles.

The transfer from the Provincial to the Dominion government of the several works comprised in the back lakes forming the head waters of the canal system is contemplated, as constituting an important feature in the maintenance of the water supply to the canal.

During the year comprehensive surveys were continued with a view to determining the most desirable route for those portions of the projected work that still remain to be constructed in order to give communication between Lake Ontario and Georgian bay. The report of the engineer in charge will be found in the appendices. They cover the northerly district between Lake Couchiching and Georgian bay, also the district to the south, between Rice lake and Lake Ontario, having in view as the possible terminal point on the latter lake either Trenton, Cobourg or Port Hope, all three places having urged claims for that distinction. With the resulting information, when properly digested from the survey books, it will, it is hoped, be possible to arrive at a judicious conclusion as to the route it would be advisable, finally, to adopt.

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Surveys were also made of the east and west branches of the Holland river, and of the Black river from Lake Simcoe to Sutton; with a view to the improvement of their navigation.

On the Williamsburg and Cornwall canals some minor work was carried on in connection with certain structures, and the widening of the canal prism.

The completion of the difficult work of forming a channel 3,000 feet long, 300 feet wide, and with 17 feet of water through the Galops rapids, which has, for some years past, been carried on, is approaching, at the close of the year, only a very small area remaining to be dredged. The width at one point has been restricted to 248 feet. In this connection there is being constructed a massive dam between Adam's island (Canadian) and Galops island, which is in the territory of the United States, in order to the removal of a cross current which affected the said new channel. By the close of the year the permanent superstructure of the dam had been completed, and the anticipated good effects upon the current in the channel have resulted from the work. In dealing with this matter, the department has received much courteous assistance from the United States authorities, who have facilitated the work in every way in their power.

On the Lachine canal one of the principal features was the installation of a new electrical system of operation at one of the lock gates as a test of its efficiency. The other canals in the province of Quebec do not require any special reference here. They have been maintained with due regard to their needs in the way of repair.

The same observation applies to the Rideau canal, no special feature of moment calling for mention in this place, beyond the fact that a new concrete dam was constructed at Poonamilie to replace the old one broken in the spring freshets of 1904.

In the report of the Chief Engineer, and in the reports of the superintending engineers, will be found full details as to the operation of the various canals, and as to the progress and position of the works of enlargement and construction now being carried on.

GENERAL OBSERVATIONS.

I desire, very emphatically, to urge that some provision be made for recognition of long and faithful service in the cases of men whose further employment on the government railways is, by reason of their age, or otherwise, considered undesirable. I would, in this connection, draw attention to the general practice of the leading railway companies, both in Canada and the United States, in dealing with such matters, and I am strongly of opinion that similar treatment of the employees on the government roads would not only be fair to the men, but also in the best interests of the railway, as affording practical proof that duty faithfully performed will bring generous appreciation on the part of those benefiting by it.

With reference to the statutory returns called for annually from railway companies, it is considered highly desirable that the information to be obtained should

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be of a more comprehensive character than at present, and supply details similar to those furnished by United States railway companies to the Interstate Commission. Steps are contemplated to this end.

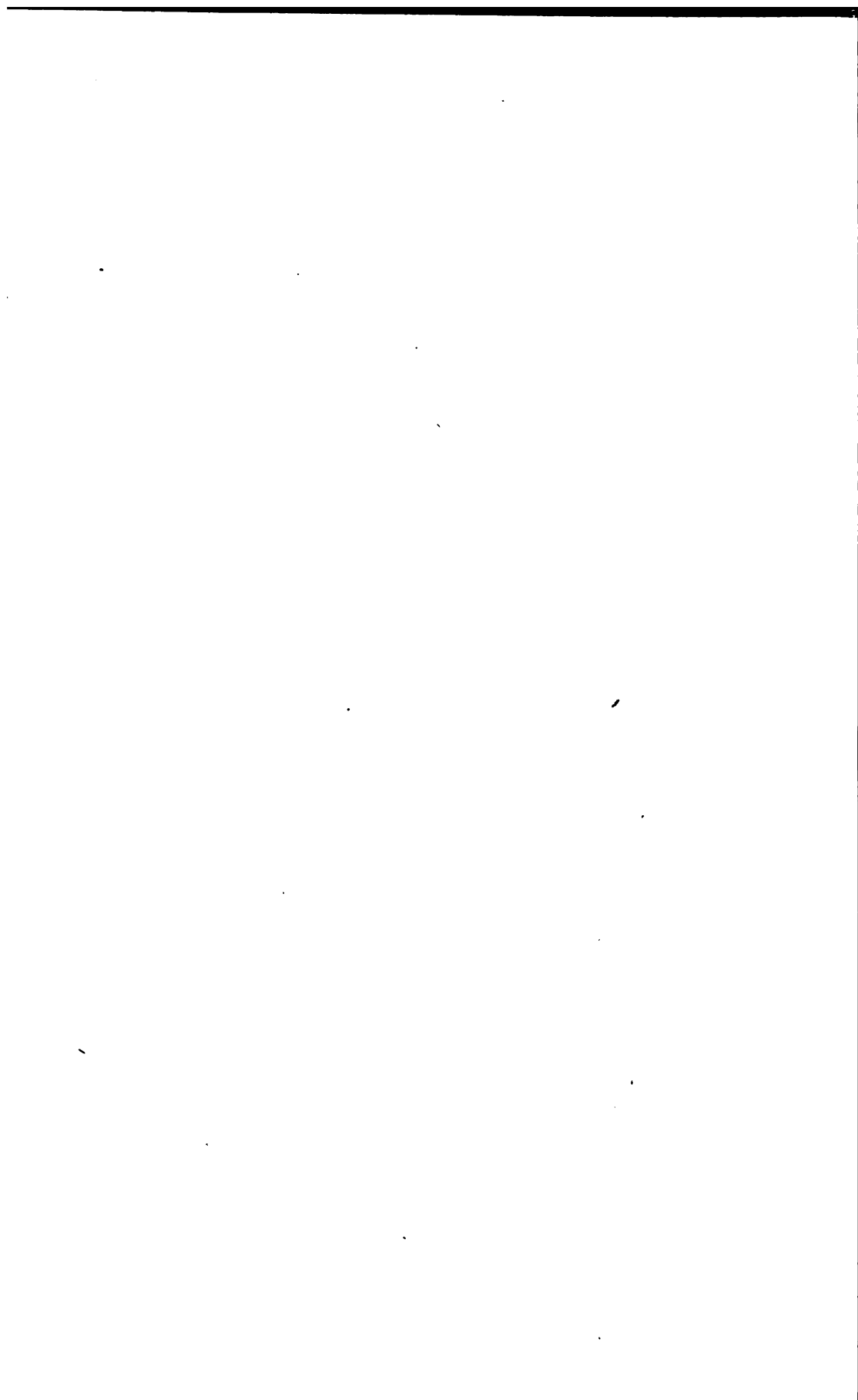
In conclusion, I desire to observe that consideration of the work of the department and of its staff, impresses me strongly with the necessity for reorganization, and a numerical increase of its officers. Notwithstanding the great and ever-extending addition to its work, as the natural and very satisfactory issue of the rapid growth of the country during the last quarter of a century, the fixed staff remains practically unchanged. Compared with any large railway company, business or legal house, the department is much undermanned, and its staff is out of all proportion to the work that has to be done. The consequence is that many matters are barred from the prompt treatment they should receive, despite the best efforts of the officials concerned. This condition of affairs to which, I note, my predecessor, in several previous reports, has drawn attention, should, in the public interests, be remedied without delay.

I have the honour to be, sir, your obedient servant,

M. J. BUTLER,
Deputy Minister of Railways and Canals.

PART I

STATEMENTS OF THE ACCOUNTANT



No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals,
Dominion of Canada, during the Fiscal Year ended June 30, 1905.

| Name of Works. | Chargeable to Capital. | Chargeable to Income. | CHARGEABLE TO REVENUE. | |
|--------------------------------------------------|------------------------------|-----------------------------|------------------------|------------|
| | | | Staff. | Repairs. |
| CANALS. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Beauharnois | | 14,949 83 | 9,086 68 | 10,499 99 |
| Carillon | | 8,715 46 | 15,858 19 | 19,977 19 |
| Grenville | | | | |
| Chambly | | 33,066 50 | 26,970 79 | 19,896 57 |
| Cornwall | 101,093 45 | 8,324 83 | 71,073 68 | 28,100 67 |
| Culbute | | 2,255 00 | | |
| Lachine | 112,460 47 | 144,996 37 | 86,209 93 | 65,202 42 |
| Murray | 100 00 | 740 45 | 5,346 62 | 4,432 68 |
| Rideau | 1,565 84 | 14,513 35 | 40,838 81 | 49,790 55 |
| Sault Ste. Marie | 110,181 69 | | 15,681 55 | 14,776 33 |
| Soulanges | 34,202 71 | 30,406 25 | 25,432 49 | 21,174 84 |
| Ste. Anne's | | | 2,151 01 | 6,091 44 |
| St. Lawrence | 93,025 89 | | | |
| { North Channel | 49,734 70 | | | |
| { Galops Channel | 25,743 51 | | | |
| { River Reaches | | | | |
| St. Ours | | 14,900 90 | 2,479 66 | 1,716 35 |
| St. Peter's | | 3,000 10 | 2,969 90 | 1,095 90 |
| Trent | 333,261 75 | 36,853 28 | 12,071 88 | 26,056 78 |
| Welland | 890,457 82 | 34,559 42 | 91,928 96 | 111,418 62 |
| Williamsburg | 292,337 29 | | | |
| { Galops | 8,109 98 | | | |
| { Rapide Plat. | 8,103 99 | 5,573 69 | 23,399 45 | 21,492 46 |
| { Farran's Point | 8,209 63 | | | |
| { General | | | | |
| Total | 2,071,593 72 | 332,855 43 | 431,499 60 | 401,742 79 |
| GENERAL ON CANALS. | | | | |
| Arbitrations and awards | | 90 95 | | |
| Dredge vessels—Lachine | | | | 3,999 15 |
| " Rideau | | | | 8,016 82 |
| Miscellaneous | | | 1,159 69 | 174 33 |
| Salaries and contingencies, canal officers | | | 33,170 97 | |
| Sunday labour | | | 17,994 11 | |
| Surveys and inspections | | 1,407 19 | | |
| Total | | 1,498 14 | 52,324 77 | 12,190 30 |
| RAILWAYS. | | | | |
| Canada Eastern | 800,000 00 | | | |
| Intercolonial | 3,937,621 93 | | 8,508,826 75 | |
| National Transcontinental | 778,491 28 | | | |
| Prince Edward Island | 591,412 65 | | 370,464 44 | |
| Windsor Branch | | | 26,863 16 | |
| Total | 6,107,525 86 | | 8,906,154 35 | |

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STATEMENT showing the amount expended by the Department of Railways and Canals,
&c.—*Concluded.*

| Name of work. | Chargeable to Capital. | Chargeable to Income. | CHARGEABLE TO REVENUE. | |
|--------------------------------------------------------------------------------|------------------------------|-----------------------------|------------------------|------------|
| | | | Staff. | Repairs. |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| GENERAL ON RAILWAYS. | | | | |
| Railway statistics | | 1,220 83 | | |
| Railway subsidies | | 1,275,629 53 | | |
| Governor General's car | 17,955 93 | 1,581 31 | | |
| Railway Commission | | 77,557 95 | | |
| Subscription to Railway Congress, Brussels | | 97 33 | | |
| Surveys and inspections | | 17,049 58 | | |
| Total | 17,955 93 | 1,373,136 53 | | |
| MISCELLANEOUS. | | | | |
| Cost of litigation | | 5,799 62 | | |
| Gratuity to widow late Thomas Ridout | | 466 66 | | |
| Salaries of engineers, draughtsmen, &c | | 28,139 44 | | |
| " extra clerks, &c | | 3,484 94 | | |
| Unforeseen expenses | | 769 86 | | |
| Total | | 38,660 52 | | |
| RECAPITULATION. | | | | |
| Total on canals | 2,071,593 72 | 352,855 43 | 431,499 60 | 401,742 79 |
| " general | | 1,498 14 | 52,324 77 | 12,190 30 |
| Total on canals | 2,071,593 72 | 354,353 57 | 483,824 37 | 413,933 09 |
| Grand total canals, \$3,323,704.75 | | | | |
| Total on railways | 6,107,525 86 | | 8,906,154 35 | |
| " general | 17,955 93 | 1,373,136 53 | | |
| Total on Railways | 6,125,481 79 | 1,373,136 53 | 8,906,154 35 | |
| Grand total railways, \$16,404,772.67 | | | | |
| Grand total railways and canals, including miscellaneous, \$38,660.52 | 8,197,075 51 | 1,766,150 62 | 9,389,978 72 | 413,933 09 |

Total amount expended, \$19,767,187.94.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

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No. 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to June 30, 1905.

ST. PETER'S CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|-------------|-----------------------------------------|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 156,523 32 | | | |
| " since " | 1869 | 21,519 72 | | | |
| " " " | 1870 | 70,719 80 | | | |
| " " " | 1871 | | 46,193 57 | | |
| " " " | 1872 | | | 225 36 | 555 78 |
| " " " | 1873 | | | 280 00 | 6,122 07 |
| " " " | 1874 | | | 343 32 | 6,539 58 |
| " " " | 1875 | | | 725 93 | 1,558 57 |
| " " " | 1876 | 20 97 | | 560 00 | 889 35 |
| " " " | 1877 | 11,125 00 | | 641 55 | |
| " " " | 1878 | 63,330 18 | | 600 00 | 17 45 |
| " " " | 1879 | 26,511 51 | | 600 00 | |
| " " " | 1880 | 107,337 75 | | 631 50 | |
| " " " | 1881 | 80,120 54 | | 400 00 | |
| " " " | 1882 | 69,434 76 | | 959 58 | |
| " " " | 1883 | 484 00 | | 1,920 54 | 200 63 |
| " " " | 1884 | | | 2,089 19 | 232 42 |
| " " " | 1885 | 2,471 40 | | 2,601 47 | 367 85 |
| " " " | 1886 | 16,820 15 | | 1,929 11 | 183 11 |
| " " " | 1887 | 2,316 85 | | 2,360 67 | 297 81 |
| " " " | 1888 | 1,087 75 | 750 00 | 2,777 13 | 343 23 |
| " " " | 1889 | | | 3,217 77 | 1,588 40 |
| " " " | 1890 | | 500 00 | 3,085 29 | 353 38 |
| " " " | 1891 | | | 3,110 15 | 255 34 |
| " " " | 1892 | 972 65 | 510 53 | 3,255 30 | 312 02 |
| " " " | 1893 | 14,387 00 | 30,936 82 | 3,007 70 | 1,461 24 |
| " " " | 1894 | 811 59 | 9,987 78 | 2,938 15 | 1,856 30 |
| " " " | 1895 | 437 05 | 3,852 21 | 2,935 94 | 1,986 70 |
| " " " | 1896 | 868 44 | 26,222 46 | 2,490 81 | 353 55 |
| " " " | 1897 | 1,455 21 | 16,743 64 | 2,182 04 | 260 90 |
| " " " | 1898 | | | 2,728 38 | 1 20 |
| " " " | 1899 | | 111 70 | 2,785 25 | 453 85 |
| " " " | 1900 | | | 2,819 86 | 456 61 |
| " " " | 1901 | | | 2,833 24 | 1,483 30 |
| " " " | 1902 | | 2,311 26 | 2,730 44 | 841 63 |
| " " " | 1903 | | 10,014 43 | 2,839 81 | 274 44 |
| " " " | 1904 | | | 2,836 49 | 764 11 |
| " " " | 1905 | | | 3,126 94 | 122 43 |
| | | 3,000 10 | | 2,969 90 | 1,095 90 |
| Less—Refunds of previous years | | 648,755 64 | | | |
| | | 208 50 | | | |
| Total | | *648,547 14 | 151,134 50 | 71,647 81 | 31,220 17 |

* Expenditure as above \$ 648,547 14
 Less expenditure prior to Confederation 156,523 32

Agreeing with Public Accounts, 1905, page 4. \$ 492,023 82

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1905.

S. LEONARD SHANNON,
 Accountant.

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BAIE VERTE CANAL.

| | | | | Year ending June 30. | Capital. | Income. |
|----------------------------------------------------|-------|---|---|-------------------------|----------|-----------|
| | | | | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | | |
| " | since | " | " | 1869 | | |
| " | " | " | " | 1870 | | |
| " | " | " | " | 1871 | | 17,929 34 |
| " | " | " | " | 1872 | | 6,399 41 |
| " | " | " | " | 1873 | | 14,943 83 |
| " | " | " | " | 1874 | | 4,018 90 |
| " | " | " | " | 1875 | | 443 00 |
| " | " | " | " | 1876 | | 110 75 |
| " | " | " | " | 1877 | | 22 30 |
| " | " | " | " | 1878 | | |
| " | " | " | " | 1879 | | |
| " | " | " | " | 1880 | | |
| " | " | " | " | 1881 | | 520 00 |
| " | " | " | " | 1882 | | |
| " | " | " | " | 1883 | | |
| " | " | " | " | 1884 | | |
| " | " | " | " | 1885 | | |
| " | " | " | " | 1886 | | |
| " | " | " | " | 1887 | | |
| " | " | " | " | 1888 | | |
| " | " | " | " | 1889 | | |
| " | " | " | " | 1890 | | |
| " | " | " | " | 1891 | | |
| " | " | " | " | 1892 | | |
| " | " | " | " | 1893 | | |
| " | " | " | " | 1894 | | |
| " | " | " | " | 1895 | | |
| " | " | " | " | 1896 | | |
| " | " | " | " | 1897 | | |
| " | " | " | " | 1898 | | |
| " | " | " | " | 1899 | | |
| " | " | " | " | 1900 | | |
| " | " | " | " | 1901 | | |
| " | " | " | " | 1902 | | |
| " | " | " | " | 1903 | | |
| " | " | " | " | 1904 | | |
| " | " | " | " | 1905 | | |
| Total..... | | | | | | 44,387 53 |

S. LEONARD SHANNON,
 DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1905.

Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

LACHINE CANAL.

| | Year ending June 30. | Chargeable to Capital. | | Renewals Chargeable to Income. | Staff. | Repairs. | | |
|--------------------------------------------------------------------|-------------------------|------------------------|------------|-----------------------------------------|---------|----------|-----------|----|
| | | \$ | cts. | \$ | cts. | \$ | cts. | |
| Expenditure by Imperial Gov- ernment..... | | 40,000 | 00 | | | | | |
| Government expenditure prior to Confederation..... | | 2,547,532 | 85 | | | | | |
| Government expenditure since Confederation..... | 1868 | | | 1,852 | 70 | 13,742 | 05 | |
| " "..... | 1869 | 2,000 | 00 | | | 14,209 | 02 | |
| Cost of original construction and enlargement of 1845 to 1848.. | | | 2,589,532 | 85 | | | | |
| Expenditure by Dominion Gov- ernment..... | 1870 | | | | | | | |
| " "..... | 1871 | | | 12,231 | 40 | 15,834 | 49 | |
| " "..... | 1872 | 36,708 | 15 | | | 17,478 | 52 | |
| " "..... | 1873 | 7,824 | 28 | | | 16,076 | 93 | |
| " "..... | 1874 | 158,618 | 35 | 35,158 | 21 | 23,601 | 03 | |
| " "..... | 1875 | 197,420 | 52 | | | 25,811 | 07 | |
| " "..... | 1876 | 327,769 | 39 | | | 28,592 | 01 | |
| " "..... | 1877 | 1,439,375 | 73 | | | 33,797 | 73 | |
| " "..... | 1878 | 1,484,619 | 63 | | | 33,148 | 86 | |
| " "..... | 1879 | 958,053 | 30 | | | 39,062 | 97 | |
| " "..... | 1880 | 369,566 | 74 | | | 42,338 | 84 | |
| " "..... | 1881 | 292,165 | 51 | | | 38,950 | 90 | |
| " "..... | 1882 | 252,821 | 33 | | | 39,027 | 99 | |
| " "..... | 1883 | 396,496 | 96 | 2,978 | 66 | 41,158 | 90 | |
| " "..... | 1884 | 188,266 | 18 | 1,859 | 68 | 45,554 | 91 | |
| " "..... | 1885 | 111,215 | 23 | | | 48,624 | 51 | |
| " "..... | 1886 | 210,509 | 42 | | | 49,004 | 85 | |
| " "..... | 1887 | 28,772 | 52 | | | 50,969 | 10 | |
| " "..... | 1888 | 19,414 | 34 | 12,981 | 59 | 53,113 | 97 | |
| " "..... | 1889 | 76,032 | 96 | 7,996 | 38 | 52,229 | 61 | |
| " "..... | 1890 | 7,448 | 03 | 972 | 71 | 54,110 | 67 | |
| " "..... | 1891 | 217 | 53 | 8,238 | 46 | 53,114 | 34 | |
| " "..... | 1892 | 87,852 | 35 | 16,155 | 75 | 50,721 | 69 | |
| " "..... | 1893 | 445,983 | 21 | 27,480 | 80 | 52,729 | 37 | |
| " "..... | 1894 | 64,345 | 14 | 50,937 | 40 | 53,185 | 00 | |
| " "..... | 1895 | 189,944 | 36 | 17,152 | 48 | 60,174 | 08 | |
| " "..... | 1896 | 184,998 | 26 | 32,406 | 20 | 56,337 | 44 | |
| " "..... | 1897 | 282,052 | 48 | 8,193 | 15 | 58,342 | 96 | |
| " "..... | 1898 | 216,717 | 44 | 14,664 | 21 | 57,533 | 20 | |
| " "..... | 1899 | 162,351 | 83 | 819 | 62 | 57,282 | 50 | |
| " "..... | 1899 | 162,351 | 83 | 3,103 | 99 | 55,990 | 00 | |
| " "..... | 1900 | 125,009 | 41 | 12,210 | 88 | 56,791 | 45 | |
| " "..... | 1901 | 97,305 | 52 | 12,072 | 87 | 58,364 | 29 | |
| " "..... | 1902 | 113,328 | 26 | 36,249 | 02 | 59,435 | 33 | |
| " "..... | 1903 | 58,426 | 92 | 109,893 | 43 | 69,762 | 03 | |
| " "..... | 1904 | 181,487 | 06 | 162,705 | 14 | 77,233 | 17 | |
| " "..... | 1905 | 112,460 | 47 | 144,996 | 37 | 86,209 | 93 | |
| Cost of enlargement..... | | | 8,885,578 | 80 | | | | |
| Total..... | | | 11,475,111 | 65 | 733,310 | 10 | 1,739,645 | 66 |
| | | | | | | | 1,077,390 | 28 |

Total expenditure on capital account as above.....\$11,475,111 65

Less charged to St. Lawrence River Canals, see page 9.....\$2,950,104 15

Less expenditure by Imperial Government.....40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet, 1905, page 4.....\$ 8,485,007 50

S. LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,

Accountant..

OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|--------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 1,611,424 11 | | | |
| " " since | 1869 | | 63,193 75 | 9,349 99 | 6,216 98 |
| " " " " | 1870 | | 55 00 | 9,626 99 | 6,498 57 |
| " " " " | 1871 | | 27 50 | 10,117 57 | 6,384 81 |
| " " " " | 1872 | | 27 50 | 12,316 53 | 5,722 36 |
| " " " " | 1873 | | 5,122 50 | 11,792 46 | 15,733 38 |
| " " " " | 1874 | | 26 00 | 12,210 73 | 9,882 06 |
| " " " " | 1875 | | 36 00 | 15,392 51 | 10,990 56 |
| " " " " | 1876 | | | 14,399 32 | 12,253 01 |
| " " " " | 1877 | | | 14,465 86 | 17,170 83 |
| " " " " | 1878 | | | 14,377 63 | 15,207 36 |
| " " " " | 1879 | | | 14,383 37 | 9,861 05 |
| " " " " | 1880 | 266 15 | | 15,015 86 | 10,370 71 |
| " " " " | 1881 | | | 15,362 61 | 8,997 34 |
| " " " " | 1882 | | | 17,659 93 | 10,770 67 |
| " " " " | 1883 | | | 18,804 53 | 20,813 86 |
| " " " " | 1884 | | 6,727 44 | 18,287 77 | 15,826 71 |
| " " " " | 1885 | | 3,277 98 | 19,107 38 | 16,232 61 |
| " " " " | 1886 | | 7,999 79 | 18,960 40 | 14,637 70 |
| " " " " | 1887 | | 8,491 80 | 19,228 90 | 14,356 00 |
| " " " " | 1888 | | 3,633 57 | 18,867 45 | 14,999 88 |
| " " " " | 1889 | | 14,411 97 | 19,325 05 | 14,285 98 |
| " " " " | 1890 | | 10,993 52 | 20,019 11 | 14,982 54 |
| " " " " | 1891 | | | 19,847 42 | 14,999 20 |
| " " " " | 1892 | | 17,065 68 | 18,886 86 | 12,537 39 |
| " " " " | 1893 | | 1,696 23 | 20,050 01 | 14,999 80 |
| " " " " | 1894 | | | 20,348 34 | 14,107 11 |
| " " " " | 1895 | | 6,547 72 | 20,574 53 | 13,903 46 |
| " " " " | 1896 | | 27,982 93 | 20,428 59 | 12,299 49 |
| " " " " | 1897 | | | 20,725 47 | 15,050 85 |
| " " " " | 1898 | 25,000 00 | 9,813 15 | 21,012 64 | 14,862 98 |
| " " " " | 1899 | | 5,799 34 | 20,650 00 | 16,164 92 |
| " " " " | 1900 | | 1,000 00 | 20,613 22 | 13,463 01 |
| " " " " | 1901 | | 4,959 22 | 20,147 59 | 14,505 30 |
| " " " " | 1902 | | 483 40 | 20,118 42 | 14,199 12 |
| " " " " | 1903 | | | 16,682 52 | 6,532 33 |
| " " " " | 1904 | | | 8,218 14 | 10,063 38 |
| " " " " | 1905 | | | 9,236 27 | 11,936 37 |
| " " " " | 1906 | | 11,949 83 | 9,086 68 | 10,499 99 |
| Total | | *1,636,690 26 | 214,341 82 | 625,698 65 | 482,319 67 |

*See page 9 for total cost of St. Lawrence River and Canals

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

| | Year ending June 30. | CHARGEABLE TO CAPITAL. | | | | Chargeable to Income. |
|----------------------------------------------------|-------------------------|------------------------|-------------------|--------------------|--------------|-----------------------------|
| | | North Channel. | River Reaches. | Galops Channel. | Total. | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | | | | | 18,442 85 | 98,378 46 |
| Government expenditure since Confederation..... | 1868 | | | | | |
| " " " " " " | 1869 | | | | | |
| " " " " " " | 1870 | | | | | |
| " " " " " " | 1871 | | | | | |
| " " " " " " | 1872 | | | | | |
| " " " " " " | 1873 | | | | 33,241 69 | |
| " " " " " " | 1874 | | | | 26,541 30 | |
| " " " " " " | 1875 | | | | 20,611 36 | |
| " " " " " " | 1876 | | | | 50,215 47 | |
| " " " " " " | 1877 | | | | 47,377 31 | |
| " " " " " " | 1878 | | | | 5,570 46 | |
| " " " " " " | 1879 | | | | 9,265 77 | |
| " " " " " " | 1880 | | | | 9,214 56 | |
| " " " " " " | 1881 | | | | 6,927 96 | |
| " " " " " " | 1882 | | 6,933 45 | 22,000 00 | 28,933 45 | |
| " " " " " " | 1883 | | 3,574 31 | 41,300 00 | 44,874 31 | |
| " " " " " " | 1884 | | 15,546 03 | 74,300 00 | 89,846 03 | |
| " " " " " " | 1885 | | 13,710 17 | 101,400 00 | 115,110 17 | |
| " " " " " " | 1886 | | 16,251 73 | 99,800 00 | 116,051 73 | |
| " " " " " " | 1887 | | 20,037 31 | 54,400 00 | 74,437 31 | |
| " " " " " " | 1888 | | 16,082 85 | 40,400 00 | 56,482 85 | |
| " " " " " " | 1889 | | 1,293 92 | 17,200 00 | 18,493 92 | |
| " " " " " " | 1890 | | 18,279 91 | 5,700 00 | 23,979 91 | |
| " " " " " " | 1891 | | 35,137 25 | | 35,137 25 | |
| " " " " " " | 1892 | | 59,779 31 | | 59,779 31 | |
| " " " " " " | 1893 | | 52,643 39 | | 52,643 39 | |
| " " " " " " | 1894 | | 13,721 66 | | 13,721 66 | |
| " " " " " " | 1895 | | 1,223 72 | 181,552 03 | 182,775 75 | |
| " " " " " " | 1896 | | 7,457 05 | | 7,457 05 | |
| " " " " " " | 1897 | | 12,347 31 | | 12,347 31 | |
| " " " " " " | 1898 | 171,336 65 | 7,491 11 | 32,710 00 | 211,537 76 | |
| " " " " " " | 1899 | 461,979 50 | 9,366 47 | 42,430 00 | 513,775 97 | |
| " " " " " " | 1900 | 225,000 00 | 72,484 41 | 50,000 00 | 347,484 41 | |
| " " " " " " | 1901 | 184,790 34 | 19,389 75 | 91,211 97 | 295,392 06 | |
| " " " " " " | 1902 | 125,000 00 | 29,268 64 | 24,037 85 | 178,306 49 | |
| " " " " " " | 1903 | 126,833 94 | 16,432 28 | 25,000 00 | 168,266 22 | |
| " " " " " " | 1904 | 68,595 42 | 9,634 66 | 6,450 00 | 84,680 08 | |
| " " " " " " | 1905 | 93,025 89 | 25,743 51 | 49,734 70 | 168,504 10 | |
| | | 1,456,561 74 | 483,680 20 | 959,626 55 | 3,127,427 22 | 98,378 46 |

ST. LAWRENCE RIVER AND CANALS.

| | |
|----------------------------------------------------------------------------|-----------------|
| St. Lawrence River and Canals, as above | \$ 3,127,427 23 |
| Beauharnois Canal, see page 8..... | 1,636,690 26 |
| Cornwall Canal " 12..... | 7,181,187 58 |
| Williamsburg Canal " 14..... | 10,185,853 21 |
| Lake St. Louis " 10..... | 298,176 11 |
| Soulanges Canal " 26..... | 6,886,174 48 |
| Lachine Canal, from prior to Confederation to June 30, 1875, see page 7... | 2,950,104 15 |
| Lake St. Francis, see page 11. | 75,906 71 |

Agreeing with Public Accounts Balance Sheet, 1905, page 4.....\$32,341,519 72

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII, A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

| | | | | Year ending June 30. | Chargeable to Capital. | Chargeable to Revenue. |
|-------------------------------------------------|---|-------|---|-------------------------|------------------------------|------------------------------|
| | | | | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation.. | | | | 1868 | | |
| " | " | since | " | 1869 | | |
| " | " | " | " | 1870 | | |
| " | " | " | " | 1871 | | |
| " | " | " | " | 1872 | | |
| " | " | " | " | 1873 | | |
| " | " | " | " | 1874 | | |
| " | " | " | " | 1875 | | |
| " | " | " | " | 1876 | | |
| " | " | " | " | 1877 | | |
| " | " | " | " | 1878 | | |
| " | " | " | " | 1879 | | |
| " | " | " | " | 1880 | | |
| " | " | " | " | 1881 | | |
| " | " | " | " | 1882 | | |
| " | " | " | " | 1883 | | |
| " | " | " | " | 1884 | | |
| " | " | " | " | 1885 | | |
| " | " | " | " | 1886 | | |
| " | " | " | " | 1887 | | |
| " | " | " | " | 1888 | | |
| " | " | " | " | 1889 | | |
| " | " | " | " | 1890 | | |
| " | " | " | " | 1891 | | |
| " | " | " | " | 1892 | | |
| " | " | " | " | 1893 | | |
| " | " | " | " | 1894 | | |
| " | " | " | " | 1895 | 4,753 14 | |
| " | " | " | " | 1896 | 49,909 31 | |
| " | " | " | " | 1897 | 73,300 41 | |
| " | " | " | " | 1898 | 64,495 83 | |
| " | " | " | " | 1899 | 57,607 79 | |
| " | " | " | " | 1900 | 11,765 70 | |
| " | " | " | " | 1901 | 12,918 31 | |
| " | " | " | " | 1902 | 6,000 00 | |
| " | " | " | " | 1903 | 9,508 72 | |
| " | " | " | " | 1904 | 7,916 90 | |
| " | " | " | " | 1905 | † | |
| Total. | | | | | *298,176 11 | |

* Included in in total cost of St. Lawrence River and Canals, see page 9.

† Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. |
|-------------------------------------------------|-------------------------|------------|-----------------------------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure since Confederation..... | 1868 | | |
| " " " " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | | |
| " " " " | 1895 | | |
| " " " " | 1896 | | |
| " " " " | 1897 | | |
| " " " " | 1898 | 3,420 00 | |
| " " " " | 1899 | 23,110 00 | |
| " " " " | 1900 | 15,431 46 | 12,288 39 |
| " " " " | 1901 | 15,000 00 | 8,060 30 |
| " " " " | 1902 | 13,945 25 | |
| " " " " | 1903 | 5,000 00 | |
| " " " " | 1904 | | 2,199 52 |
| " " " " | 1905 | † | |
| Total..... | | *75,906 71 | 22,548 21 |

* Included in total cost of St. Lawrence River and Canals, see page 9.

† Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

| | Year ending June 30. | Chargeable to Capital. | | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------------|-------------------------|------------------------|--------------|-----------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | 1,933,152 69 | | | | |
| Government expenditure since Confederation .. | 1868 | | | 2,786 00 | 11,244 47 | 3,774 18 |
| " " .. | 1869 | 10,692 04 | | | 10,347 91 | 3,859 14 |
| " " .. | 1870 | | | 17,780 06 | 10,368 16 | 7,145 42 |
| " " .. | 1871 | | | 7 50 | 11,848 39 | 8,891 61 |
| " " .. | 1872 | | | 10,000 21 | 10,594 30 | 8,163 70 |
| " " .. | 1873 | | | 1,011 75 | 13,042 25 | 12,467 65 |
| " " .. | 1874 | | | | 13,405 20 | 7,610 70 |
| " " .. | 1875 | 1,780 00 | | | 13,351 91 | 7,097 34 |
| Cost of original construction .. | | | 1,945,624 73 | | | |
| Expenditure by Dominion Government .. | 1876 | | | | 13,320 61 | 6,423 67 |
| " " .. | 1877 | 49,211 37 | | | 13,375 70 | 6,440 54 |
| " " .. | 1878 | 145,015 45 | | | 13,825 50 | 4,935 21 |
| " " .. | 1879 | 143,032 05 | | | 13,817 96 | 4,883 15 |
| " " .. | 1880 | 109,454 95 | | | 14,440 33 | 9,735 76 |
| " " .. | 1881 | 53,948 14 | | | 15,173 60 | 5,524 10 |
| " " .. | 1882 | 44,587 61 | | | 15,052 20 | 6,634 62 |
| " " .. | 1883 | 21,728 93 | | | 18,283 67 | 8,361 71 |
| " " .. | 1884 | 22,018 13 | | | 18,475 48 | 9,007 73 |
| " " .. | 1885 | 62,034 90 | | 16,298 96 | 15,988 96 | 12,368 51 |
| " " .. | 1886 | 57,820 83 | | 6,960 95 | 15,994 80 | 11,832 83 |
| " " .. | 1887 | 46,966 43 | | | 17,520 54 | 12,100 29 |
| " " .. | 1888 | 67,945 74 | | | 16,938 54 | 13,942 64 |
| " " .. | 1889 | 163,993 85 | | | 17,890 55 | 58,205 26 |
| " " .. | 1890 | 365,038 01 | | 2,000 00 | 17,063 49 | 12,758 18 |
| " " .. | 1891 | 599,001 85 | | 1,459 98 | 16,077 72 | 9,830 05 |
| " " .. | 1892 | 398,555 25 | | 2,345 26 | 15,596 66 | 9,864 36 |
| " " .. | 1893 | 352,536 13 | | | 15,173 01 | 9,668 14 |
| " " .. | 1894 | 404,990 22 | | | 15,344 02 | 7,733 54 |
| " " .. | 1895 | 450,689 65 | | 21,497 74 | 15,414 56 | 13,053 55 |
| " " .. | 1896 | 448,408 31 | | 2,175 00 | 15,472 26 | 25,259 56 |
| " " .. | 1897 | 438,487 51 | | | 15,540 43 | 16,438 32 |
| " " .. | 1898 | 133,208 96 | | | 15,011 50 | 15,431 02 |
| " " .. | 1899 | 37,649 00 | | 15,960 80 | 16,000 00 | 14,623 90 |
| " " .. | 1900 | 169,889 51 | | 18,547 50 | 18,798 10 | 13,998 29 |
| " " .. | 1901 | 62,032 47 | | | 17,104 13 | 13,166 80 |
| " " .. | 1902 | 90,535 18 | | | 17,896 58 | 15,045 95 |
| " " .. | 1903 | 77,833 81 | | | 70,129 29 | 19,205 66 |
| " " .. | 1904 | 113,795 16 | | 1,730 16 | 45,792 64 | 20,932 55 |
| " " .. | 1905 | 104,093 45 | | 8,324 83 | 71,073 68 | 28,100 67 |
| Cost of enlargement | | | 5,235,562 85 | | | |
| Total | | | 7,181,187 58 | 128,886 69 | 711,789 10 | 474,616 30 |

* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. --Continued.

WILLIAMSBURG CANALS.

| Year ending June 30. | | Capital. | | | | Renewals Chargeable to Income. | Staff. | Repairs. |
|-------------------------------------------------------------------------------------|------|-----------------|--------------|--------------|--------------|--------------------------------|------------|------------|
| | | Farran's Point. | Galops. | Rapide Plat. | Total. | | | |
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation being amount of original construction | 1868 | | | | 1,326,655 54 | | 5,745 97 | 6,442 41 |
| Government expenditure since Confederation | 1869 | | | | | | 5,769 81 | 5,670 88 |
| " | 1870 | | | | | | 5,573 13 | 6,546 16 |
| " | 1871 | | | | | | 6,392 17 | 5,308 41 |
| " | 1872 | | | | | | 5,542 94 | 3,230 07 |
| " | 1873 | | | | | 1,077 06 | 6,424 49 | 7,347 75 |
| " | 1874 | | | | | | 6,857 19 | 7,386 92 |
| " | 1875 | | | | | | 6,547 62 | 4,110 29 |
| " | 1876 | | | | | | 7,418 39 | 11,690 96 |
| " | 1877 | | | | | | 7,398 58 | 10,053 61 |
| " | 1878 | | | | | | 7,430 11 | 4,449 78 |
| " | 1879 | | | | | | 7,517 20 | 3,549 71 |
| " | 1880 | | | | | | 7,590 15 | 3,999 77 |
| " | 1881 | | | | | | 7,572 35 | 5,020 73 |
| " | 1882 | | | | | | 7,589 44 | 7,447 69 |
| " | 1883 | | | | | | 7,423 48 | 7,299 39 |
| " | 1884 | | | | 13 19 | | 7,757 04 | 7,349 37 |
| " | 1885 | | | 32,473 06 | 2,473 44 | | 7,696 57 | 8,198 03 |
| " | 1886 | 70,764 07 | 78,014 92 | 82,990 98 | 103,237 12 | | 7,671 54 | 7,847 06 |
| " | 1887 | 32,862 02 | 53,499 34 | 70,128 29 | 115,853 00 | | 7,635 54 | 7,904 76 |
| " | 1888 | 16,628 95 | 37,661 15 | 22,206 11 | 56,867 26 | 1,613 67 | 7,646 79 | 8,190 13 |
| " | 1889 | 126,417 42 | 172,779 88 | 12,660 95 | 230,670 60 | | 7,485 28 | 8,794 61 |
| " | 1890 | 2,853 76 | 218,511 17 | 158,034 15 | 376,545 32 | | 8,954 53 | 8,191 69 |
| " | 1891 | | 154,524 01 | 217,669 28 | 372,193 29 | 797 83 | 8,678 25 | 7,987 40 |
| " | 1892 | | 223,992 81 | 274,397 42 | 498,390 23 | 3,675 00 | 9,458 33 | 8,551 32 |
| " | 1893 | | | | | | 10,230 09 | 8,247 97 |
| " | 1894 | | | | | | | 7,029 95 |
| " | 1895 | | | | | | 9,676 09 | 7,371 37 |
| Carried forward | | 2,853 76 | 1,250,620 93 | 1,209,681 73 | 3,786,298 59 | 20,883 86 | 210,337 70 | 195,327 20 |

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS—Continued.

| | Year ending June 30. | Capital. | | | | Renewals Chargeable to Income. | Staff. | Repairs. |
|-------------------------------------------------|----------------------|-----------------|--------------|--------------|----------------|--------------------------------|------------|------------|
| | | Farran's Point. | Galopw. | Rapide Plat. | Total. | | | |
| Brought forward..... | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation..... | 1896 | 2,853 76 | 1,250,620 98 | 1,208,681 73 | 3,786,288 59 | 20,883 86 | 210,337 70 | 195,327 20 |
| " " " " " " | 1897 | 4,980 00 | 150,744 16 | 286,366 96 | 442,121 12 | 8,607 04 | 9,688 51 | 9,036 00 |
| " " " " " " | 1898 | 231,321 44 | 262,795 78 | 206,480 55 | 468,274 33 | 3,890 76 | 8,697 54 | 8,210 71 |
| " " " " " " | 1899 | 346,956 54 | 734,492 07 | 116,073 55 | 1,081,896 06 | 7,410 00 | 10,708 66 | 8,032 84 |
| " " " " " " | 1900 | 100,534 04 | 987,186 44 | 57,869 18 | 1,392,012 16 | 4,137 04 | 9,980 64 | 10,000 00 |
| " " " " " " | 1901 | 111,158 39 | 752,799 27 | 14,298 74 | 867,632 05 | 7,410 00 | 11,092 06 | 10,897 79 |
| " " " " " " | 1902 | 42,209 89 | 390,112 78 | 76,501 57 | 577,772 74 | ..... | 12,842 32 | 11,785 09 |
| " " " " " " | 1903 | 10,268 92 | 421,945 81 | 137,818 22 | 601,973 93 | ..... | 14,403 28 | 13,673 26 |
| " " " " " " | 1904 | 18,700 00 | 320,354 92 | 18,483 34 | 349,106 18 | ..... | 15,246 91 | 20,043 79 |
| " " " " " " | 1905 | 8,108 99 | 256,536 30 | 26,774 27 | 302,010 57 | 1,978 85 | 20,570 17 | 19,430 05 |
| Total..... | | 877,090 57 | 5,819,923 75 | 8,109 98 | *10,185,853 21 | 52,471 24 | 340,347 24 | 327,948 19 |

* Original construction \$ 1,320,655 54
 Cost of enlargement..... 8,865,197 67

Total..... \$10,185,853 21

Included in total cost of St. Lawrence River and Canals, page 9.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1905.

S. LEONARD SHANNON,
 Accountant.

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

STE. ANNE'S LOCK AND CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|-----------------------------------------|-----------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Governm. expenditure prior to Confederation.. | 1868 | 134,456 51 | | | |
| " " " " " " | 1869 | | | 778 16 | 432 47 |
| " " " " " " | 1870 | | | 1,062 96 | 1,873 51 |
| " " " " " " | 1871 | | | 1,136 54 | 1,280 36 |
| " " " " " " | 1872 | | | 1,285 84 | 1,539 02 |
| " " " " " " | 1873 | | 1,939 46 | 1,106 80 | 1,393 63 |
| " " " " " " | 1874 | | 540 11 | 2,199 64 | 1,264 40 |
| " " " " " " | 1875 | 12,753 27 | | 2,614 90 | 7,208 63 |
| " " " " " " | 1876 | 32,627 71 | | 1,859 20 | 4,506 68 |
| " " " " " " | 1877 | 24,935 85 | | 1,962 14 | 4,033 72 |
| " " " " " " | 1878 | 30,003 08 | | 1,982 65 | 1,756 93 |
| " " " " " " | 1879 | 14,618 85 | | 2,057 32 | 541 95 |
| " " " " " " | 1880 | 22,113 02 | | 2,202 03 | 3,259 70 |
| " " " " " " | 1881 | 3,054 68 | | 2,152 57 | 1,704 71 |
| " " " " " " | 1882 | 69,042 76 | | 2,553 02 | 3,257 92 |
| " " " " " " | 1883 | 193,158 36 | | 2,611 30 | 2,343 99 |
| " " " " " " | 1884 | 172,959 95 | | 2,569 86 | 3,448 83 |
| " " " " " " | 1885 | 142,006 25 | | 2,775 32 | 2,725 49 |
| " " " " " " | 1886 | 93,679 57 | | 2,618 60 | 4,042 04 |
| " " " " " " | 1887 | 123,681 67 | | 2,611 90 | 5,803 01 |
| " " " " " " | 1888 | 45,276 08 | 6,064 10 | 2,537 41 | 1,499 96 |
| " " " " " " | 1889 | 18,910 55 | 1,372 59 | 2,505 61 | 1,380 75 |
| " " " " " " | 1890 | 24,786 33 | | 2,569 22 | 1,730 79 |
| " " " " " " | 1891 | 6,151 14 | | 2,571 04 | 1,525 51 |
| " " " " " " | 1892 | | 8,173 69 | 2,505 69 | 1,503 56 |
| " " " " " " | 1893 | | 25,471 61 | 2,571 28 | 1,666 21 |
| " " " " " " | 1894 | | 6,521 88 | 2,581 08 | 2,800 03 |
| " " " " " " | 1895 | | 3,497 56 | 2,640 00 | 2,799 63 |
| " " " " " " | 1896 | | 3,694 33 | 2,508 14 | 3,025 91 |
| " " " " " " | 1897 | | | 2,495 54 | 4,993 89 |
| " " " " " " | 1898 | | | 2,357 51 | 1,688 12 |
| " " " " " " | 1899 | | | 1,904 10 | 1,699 44 |
| " " " " " " | 1900 | | | 1,920 13 | 1,997 96 |
| " " " " " " | 1901 | | | 1,840 51 | 2,679 21 |
| " " " " " " | 1902 | | | 1,895 89 | 3,999 02 |
| " " " " " " | 1903 | | | 1,994 52 | 3,015 97 |
| " " " " " " | 1904 | | 1,984 39 | 2,072 17 | 4,684 42 |
| " " " " " " | 1905 | | | 2,292 94 | 2,244 13 |
| " " " " " " | 1906 | | | 2,151 01 | 6,091 44 |
| Total..... | | *1,170,215 63 | 59,249 72 | 82,044 53 | 103,442 94 |

* Included in total cost of Ottawa River Works, see page 19.

Original construction.....\$ 134,456 51

Enlargement, including new lock.....1,035,759 12

\$ 1,170,215 63

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

CARILLON AND GRENVILLE CANAL.

| | Year ending June 30. | Capital. | Renewals, Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|---------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Imperial Government. | | * | | | |
| Government expenditure prior to Confederation | | 63,053 64 | | | |
| " " " " " 1868 | 1868 | | 19,817 22 | 6,301 88 | 8,911 28 |
| " " " " " 1869 | 1869 | | | 6,549 38 | 10,157 42 |
| " " " " " 1870 | 1870 | | 4,167 96 | 6,617 81 | 9,852 09 |
| " " " " " 1871 | 1871 | | 23,119 37 | 8,676 90 | 8,218 24 |
| " " " " " 1872 | 1872 | 165,257 28 | | 8,324 51 | 17,235 31 |
| " " " " " 1873 | 1873 | 133,199 10 | 3,051 38 | 10,068 28 | 8,781 50 |
| " " " " " 1874 | 1874 | 245,258 38 | | 10,710 88 | 10,605 82 |
| " " " " " 1875 | 1875 | 339,864 76 | | 10,378 57 | 18,520 44 |
| " " " " " 1876 | 1876 | 326,203 16 | | 10,764 88 | 11,475 96 |
| " " " " " 1877 | 1877 | 245,738 04 | | 11,050 27 | 10,304 06 |
| " " " " " 1878 | 1878 | 22,676 20 | | 11,401 30 | 5,082 72 |
| " " " " " 1879 | 1879 | 243,141 24 | | 11,501 22 | 7,629 98 |
| " " " " " 1880 | 1880 | 281,514 27 | | 11,959 14 | 7,625 54 |
| " " " " " 1881 | 1881 | 336,707 53 | | 13,059 18 | 8,076 91 |
| " " " " " 1882 | 1882 | 433,094 39 | | 14,387 49 | 7,582 68 |
| " " " " " 1883 | 1883 | 433,575 10 | | 17,479 58 | 8,310 02 |
| " " " " " 1884 | 1884 | 399,267 16 | | 17,393 91 | 7,918 42 |
| " " " " " 1885 | 1885 | 157,187 72 | | 19,702 30 | 10,429 26 |
| " " " " " 1886 | 1886 | 104,973 24 | 75 00 | 20,597 82 | 9,303 31 |
| " " " " " 1887 | 1887 | 20,747 11 | | 20,011 36 | 10,554 41 |
| " " " " " 1888 | 1888 | 38,996 29 | | 21,531 12 | 10,036 62 |
| " " " " " 1889 | 1889 | 298 17 | | 22,098 88 | 10,135 66 |
| " " " " " 1890 | 1890 | 17 58 | 4,526 61 | 15,896 16 | 7,582 38 |
| " " " " " 1891 | 1891 | | 4,395 25 | 21,230 22 | 10,796 68 |
| " " " " " 1892 | 1892 | 34,585 64 | 15,036 48 | 17,458 69 | 8,620 15 |
| " " " " " 1893 | 1893 | 207 00 | 42,298 74 | 16,762 71 | 10,669 28 |
| " " " " " 1894 | 1894 | 335 55 | 20,034 94 | 14,144 98 | 11,620 09 |
| " " " " " 1895 | 1895 | | 5,963 76 | 15,453 21 | 12,303 25 |
| " " " " " 1896 | 1896 | 3,850 81 | | 13,995 69 | 12,161 10 |
| " " " " " 1897 | 1897 | 1,908 44 | 4,939 20 | 13,780 29 | 11,607 95 |
| " " " " " 1898 | 1898 | 82,663 37 | 5,082 03 | 11,697 81 | 10,993 61 |
| " " " " " 1899 | 1899 | 39,999 37 | | 11,919 27 | 11,478 88 |
| " " " " " 1900 | 1900 | 22,802 27 | 4,476 50 | 13,657 06 | 14,666 71 |
| " " " " " 1901 | 1901 | 4,930 65 | 9,331 95 | 13,342 22 | 13,416 00 |
| " " " " " 1902 | 1902 | | 16,998 69 | 13,725 99 | 19,366 30 |
| " " " " " 1903 | 1903 | | 15,992 52 | 14,348 17 | 17,766 28 |
| " " " " " 1904 | 1904 | | 9,150 07 | 16,224 94 | 17,262 29 |
| " " " " " 1905 | 1905 | | 8,715 46 | 15,858 19 | 19,977 19 |
| Total..... | | †4,182,092 96 | 217,173 13 | 580,061 76 | 427,035 79 |

* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 19, cost of enlargement, \$4,119,039.32.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

CULBUTE LOCK AND DAM.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---------------------------------------------|-------------------------|-------------|--------------------------------------|-----------|----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | 1868 | | | | |
| " | 1869 | | | | |
| " | 1870 | | | | |
| " | 1871 | | | | |
| " | 1872 | | | | |
| " | 1873 | | 835 53 | | |
| " | 1874 | | 38,388 99 | | |
| " | 1875 | 63,659 29 | | | |
| " | 1876 | 76,842 44 | | | |
| " | 1877 | 56,081 87 | | | |
| " | 1878 | 5,933 53 | | | |
| " | 1879 | 20,694 19 | | | |
| " | 1880 | 16,688 20 | | 202 50 | 259 31 |
| " | 1881 | 4,721 62 | | 962 85 | |
| " | 1882 | 29,567 15 | | 790 00 | 162 33 |
| " | 1883 | 14,249 60 | | 695 00 | 288 99 |
| " | 1884 | 8,151 16 | | 733 50 | |
| " | 1885 | 19,071 76 | | 730 00 | 572 75 |
| " | 1886 | 26,385 27 | | 730 00 | 2,396 14 |
| " | 1887 | 7,760 88 | | 730 00 | 967 33 |
| " | 1888 | 7,573 99 | | 739 50 | 730 60 |
| " | 1889 | 17,112 01 | | 1,060 00 | 116 53 |
| " | 1890 | 2,818 35 | | 747 83 | |
| " | 1891 | 2,183 15 | 9,122 06 | 745 25 | 499 91 |
| " | 1892 | | 1,546 25 | 736 00 | |
| " | 1893 | | 1,420 65 | 749 00 | 13 55 |
| " | 1894 | | 2,540 14 | 730 00 | 494 43 |
| " | 1895 | | 1,475 26 | 436 06 | 434 28 |
| " | 1896 | | | | |
| " | 1897 | | | | |
| " | 1898 | | | | 100 00 |
| " | 1899 | | | | |
| " | 1900 | 3,085 00 | | | |
| " | 1901 | 197 00 | | | |
| " | 1902 | | 1,135 00 | | |
| " | 1903 | | | | |
| " | 1904 | | 2,204 50 | | |
| " | 1905 | | 2,255 00 | | |
| Total..... | | *382,776 46 | 60,923 37 | 11,507 48 | 7,036 15 |

* Included in total cost of Ottawa River Works, see page 19.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*
 RIDEAU CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|--------------------------------------|--------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Imperial Government..... | | 3,911,701 47 | | | |
| Government expenditure prior to Confederation | | 153,062 60 | | | |
| " " since " | 1868 | 166 50 | 7,298 12 | 18,397 28 | 16,475 21 |
| " " " " | 1869 | | | 19,250 71 | 13,140 77 |
| " " " " | 1870 | | 13 16 | 20,022 37 | 19,469 33 |
| " " " " | 1871 | | 11,732 98 | 22,814 58 | 18,120 52 |
| " " " " | 1872 | | 4,967 50 | 22,139 48 | 14,005 32 |
| " " " " | 1873 | | 18,070 97 | 22,841 51 | 26,074 49 |
| " " " " | 1874 | | 5,793 16 | 26,815 44 | 22,957 40 |
| " " " " | 1875 | 9,810 85 | | 26,553 37 | 19,699 81 |
| " " " " | 1876 | 2,163 96 | | 26,430 77 | 14,428 26 |
| " " " " | 1877 | 214 11 | | 25,959 56 | 14,198 18 |
| " " " " | 1878 | | | 26,651 51 | 11,034 22 |
| " " " " | 1879 | 7,703 88 | | 26,042 52 | 7,134 55 |
| " " " " | 1880 | | | 26,463 88 | 11,434 05 |
| " " " " | 1881 | | 133 50 | 26,024 71 | 8,627 00 |
| " " " " | 1882 | | | 26,915 29 | 13,860 28 |
| " " " " | 1883 | | 70 65 | 27,322 81 | 23,524 84 |
| " " " " | 1884 | | 4,597 50 | 26,938 95 | 19,245 02 |
| " " " " | 1885 | | 2,098 76 | 26,971 32 | 18,189 55 |
| " " " " | 1886 | | 550 00 | 27,045 95 | 35,648 04 |
| " " " " | 1887 | | 20,823 96 | 29,440 46 | 18,565 34 |
| " " " " | 1888 | | 18,889 48 | 33,458 83 | 25,478 87 |
| " " " " | 1889 | | 6,665 22 | 33,901 77 | 18,106 36 |
| " " " " | 1890 | | 21,124 10 | 34,270 57 | 18,025 21 |
| " " " " | 1891 | | 20,967 25 | 34,641 98 | 21,537 56 |
| " " " " | 1892 | | 31,363 23 | 35,500 82 | 21,507 16 |
| " " " " | 1893 | | 24,274 71 | 35,022 49 | 18,789 50 |
| " " " " | 1894 | | 14,485 11 | 34,943 35 | 16,939 47 |
| " " " " | 1895 | | 31,559 48 | 33,827 08 | 19,897 32 |
| " " " " | 1896 | | 21,452 29 | 34,052 77 | 30,196 38 |
| " " " " | 1897 | | 19,079 11 | 31,461 55 | 29,535 94 |
| " " " " | 1898 | | 13,608 39 | 30,759 05 | 26,599 93 |
| " " " " | 1899 | | 700 29 | 30,751 20 | 28,199 49 |
| " " " " | 1900 | | 11,780 41 | 30,623 27 | 30,237 09 |
| " " " " | 1901 | | | 31,334 40 | 33,791 17 |
| " " " " | 1902 | | 8,894 40 | 32,193 66 | 33,959 86 |
| " " " " | 1903 | | 16,235 13 | 34,595 31 | 36,424 23 |
| " " " " | 1904 | | 13,525 04 | 39,127 96 | 38,496 78 |
| " " " " | 1905 | 1,565 84 | 14,513 35 | 40,838 81 | 49,790 55 |
| Total..... | | *4,085,889 21 | 365,267 25 | 1,112,247 34 | 843,345 04 |

* Ottawa River Works.

| | |
|-----------------------------------------------------------------------------|-----------------|
| Ste. Anne's Lock, page 16..... | \$ 1,170,215 63 |
| Carillon and Grenville Canal, page 17..... | 4,182,092 96 |
| Culbute Canal, page 17..... | 382,776 46 |
| Rideau Canal, as above..... | \$ 4,085,889 21 |
| Less expenditure by Imperial Government..... | 3,911,701 47 |
| Total Ottawa River Works (Capital)..... | 174,187 74 |
| Add expenditure on slides and booms prior to Confederation..... | \$ 5,909,272 79 |
| " " " " since " | \$ 719,247 13 |
| " " " " on Chats Canals prior to Confederation..... | 7,243 60 |
| " " " " in 1881, charged to Miscellaneous, see page 229, part ii, | 482,950 81 |
| Public Accounts..... | 1,136 84 |
| Add amount transferred, see page xxxvi, Public Accounts Balance Sheet, | |
| 1881..... | 233,555 85 |
| | 1,444,134 23 |
| | \$ 7,353,407 02 |
| Less expenditure prior to Confederation, transferred to Income Account..... | \$ 320,618 28 |
| Less expenditure in 1872, on Carillon and Grenville Canal, as shown in | |
| Public Accounts Balance Sheet, page xx, under Miscellaneous..... | 165,257 28 |
| | 485,875 56 |
| Agreeing with Balance Sheet, Public Accounts, 1905, page 4..... | \$ 6,867,531 46 |

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1905.

S. LEONARD SHANNON,
 Accountant.

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

ST. OURS LOCK.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|-------------|-----------------------------------------|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 121,537 65 | | 1,532 75 | 753 74 |
| " since | 1869 | | | 1,755 15 | 1,399 18 |
| " | 1870 | | | 1,458 09 | 1,006 22 |
| " | 1871 | | | 1,414 48 | 1,210 98 |
| " | 1872 | | | 1,565 80 | 1,263 19 |
| " | 1873 | | | 2,076 50 | 1,575 10 |
| " | 1874 | | | 2,219 13 | 2,363 42 |
| " | 1875 | | | 1,362 22 | 1,245 69 |
| " | 1876 | | | 1,403 92 | 1,601 71 |
| " | 1877 | | | 1,533 40 | 750 80 |
| " | 1878 | | | 1,556 65 | 283 77 |
| " | 1879 | | | 1,681 55 | 456 07 |
| " | 1880 | | | 1,614 01 | 705 54 |
| " | 1881 | | | 1,741 97 | 1,299 77 |
| " | 1882 | | | 2,002 71 | 1,902 41 |
| " | 1883 | | 17,230 32 | 2,361 65 | 2,188 08 |
| " | 1884 | | 5,279 17 | 2,315 37 | 1,494 99 |
| " | 1885 | | 4,700 64 | 2,271 57 | 3,652 63 |
| " | 1886 | | | 2,311 70 | 4,143 47 |
| " | 1887 | | | 2,175 37 | 5,864 78 |
| " | 1888 | | | 2,216 04 | 2,801 17 |
| " | 1889 | | 17,964 45 | 2,421 14 | 2,002 63 |
| " | 1890 | | 24,571 96 | 2,138 40 | 1,935 44 |
| " | 1891 | | 21,696 74 | 2,011 08 | 4,460 16 |
| " | 1892 | | 3,585 34 | 2,168 44 | 1,944 33 |
| " | 1893 | | | 2,136 66 | 1,994 34 |
| " | 1894 | | | 2,216 68 | 924 55 |
| " | 1895 | | | 2,161 63 | 915 50 |
| " | 1896 | | | 2,094 91 | 1,678 49 |
| " | 1897 | | | 2,135 60 | 707 06 |
| " | 1898 | | | 2,049 67 | 692 04 |
| " | 1899 | | | 2,244 12 | 1,494 93 |
| " | 1900 | | 1,596 88 | 2,181 43 | 2,681 10 |
| " | 1901 | | 3,610 06 | 2,128 25 | 1,881 44 |
| " | 1902 | | 15,549 27 | 2,262 39 | 984 36 |
| " | 1903 | | 9,344 89 | 2,288 63 | 1,671 83 |
| " | 1904 | | 7,984 41 | 2,334 67 | 1,690 61 |
| " | 1905 | | 14,900 90 | 2,479 66 | 1,716 35 |
| Total | | *121,537 65 | 148,015 03 | 75,923 39 | 67,137 87 |

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 21.S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*
CHAMBLY CANAL.

| | Year ending 30 June. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|------------------------------------------------|-------------------------|-------------|-----------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation. | | 634,711 76 | | | |
| " since " | 1868 | | | 8,312 90 | 9,355 70 |
| " " " | 1869 | | | 8,437 22 | 13,120 97 |
| " " " | 1870 | | | 8,934 41 | 20,180 73 |
| " " " | 1871 | | 2,839 85 | 10,214 71 | 22,426 33 |
| " " " | 1872 | | 1,906 40 | 9,628 50 | 22,327 99 |
| " " " | 1873 | | 759 00 | 10,390 44 | 11,789 27 |
| " " " | 1874 | | 2,810 00 | 11,675 67 | 16,427 19 |
| " " " | 1875 | 2,415 00 | | 12,201 99 | 16,306 91 |
| " " " | 1876 | | | 10,593 14 | 13,273 56 |
| " " " | 1877 | 80 00 | | 10,281 78 | 10,111 32 |
| " " " | 1878 | | | 10,413 99 | 6,022 96 |
| " " " | 1879 | | | 11,301 53 | 8,809 77 |
| " " " | 1880 | | | 11,516 22 | 12,377 74 |
| " " " | 1881 | | | 13,950 47 | 20,706 17 |
| " " " | 1882 | | 31,796 41 | 10,686 78 | 16,843 60 |
| " " " | 1883 | | 21,332 36 | 15,904 38 | 15,182 24 |
| " " " | 1884 | | 41,640 77 | 18,448 85 | 12,003 34 |
| " " " | 1885 | | 21,049 23 | 18,378 55 | 13,046 95 |
| " " " | 1886 | | 14,547 27 | 19,501 28 | 11,999 77 |
| " " " | 1887 | | 17,911 17 | 19,053 62 | 20,071 37 |
| " " " | 1888 | | 65,536 64 | 20,073 60 | 11,823 74 |
| " " " | 1889 | | 51,437 87 | 19,679 22 | 19,392 18 |
| " " " | 1890 | | 23,221 48 | 19,655 38 | 14,399 93 |
| " " " | 1891 | | 43,344 41 | 19,204 76 | 11,399 93 |
| " " " | 1892 | | 38,353 99 | 19,665 22 | 12,976 48 |
| " " " | 1893 | | 21,127 65 | 19,310 29 | 12,451 03 |
| " " " | 1894 | | 8,567 78 | 19,040 93 | 11,920 74 |
| " " " | 1895 | | 6,147 63 | 19,325 49 | 11,779 12 |
| " " " | 1896 | | 3,694 63 | 19,349 65 | 11,801 12 |
| " " " | 1897 | | 12,665 88 | 18,754 17 | 13,128 55 |
| " " " | 1898 | | 13,184 68 | 17,992 90 | 12,466 51 |
| " " " | 1899 | | 15,255 42 | 18,336 50 | 11,997 51 |
| " " " | 1900 | | 5,448 88 | 18,397 58 | 13,995 00 |
| " " " | 1901 | | 1,195 09 | 18,529 48 | 17,572 35 |
| " " " | 1902 | | 19,132 80 | 18,432 25 | 17,313 02 |
| " " " | 1903 | | 8,977 43 | 19,286 10 | 21,745 65 |
| " " " | 1904 | | 26,701 59 | 21,544 69 | 26,656 00 |
| " " " | 1905 | | 33,066 50 | 26,970 79 | 19,896 57 |
| | | 637,206 76 | | | |
| Less proceeds of sale of piece of land..... | | 150 00 | | | |
| Total | | *637,056 76 | 553,652 81 | 609,775 43 | 564,098 31 |

* Chamblly Canal and River Richelieu.

Chamblly Canal, as above. \$ 637,056 76

St. Ours Lock, see page 20 121,537 65

\$ 758,594 41

Less amount deducted at Confederation, see

Public Accounts, 1868, part i, page 9.

Government expenditure prior to Confederation,

Chamblly Canal, as above. \$ 634,711 76

St. Ours Lock, see page 20). 121,537 65

\$ 756,249 41

Returned as an asset in Public Accounts, 1868. 433,807 83

322,441 58

Agreeing with Public Accounts, 1905, page 4. \$ 436,152 83

S. LEONARD SHANNON.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

Accountant.

5-6 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

MURRAY CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|-----------------------------------------|-----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | | 400 00 | | |
| " " " " | 1869 | | | | |
| " " " " | 1870 | | | | |
| " " " " | 1871 | | | | |
| " " " " | 1872 | | | | |
| " " " " | 1873 | | | | |
| " " " " | 1874 | | | | |
| " " " " | 1875 | | | | |
| " " " " | 1876 | | | | |
| " " " " | 1877 | | | | |
| " " " " | 1878 | | | | |
| " " " " | 1879 | | | | |
| " " " " | 1880 | | | | |
| " " " " | 1881 | | | | |
| " " " " | 1882 | 7,135 63 | | | |
| " " " " | 1883 | 84,071 68 | | | |
| " " " " | 1884 | 118,187 43 | | | |
| " " " " | 1885 | 148,902 66 | | | |
| " " " " | 1886 | 179,704 52 | | | |
| " " " " | 1887 | 142,563 66 | | | |
| " " " " | 1888 | 146,754 37 | | | |
| " " " " | 1889 | 215,326 46 | | | |
| " " " " | 1890 | 106,760 35 | | 494 31 | |
| " " " " | 1891 | 61,260 49 | | 5,137 03 | 173 53 |
| " " " " | 1892 | 5,964 22 | | 5,803 48 | 3,505 15 |
| " " " " | 1893 | 30,838 79 | | 5,499 62 | 5,341 34 |
| " " " " | 1894 | | | 5,667 52 | 5,295 57 |
| " " " " | 1895 | | | 5,354 97 | 5,063 49 |
| " " " " | 1896 | | | 5,409 10 | 5,410 33 |
| " " " " | 1897 | | | 5,526 87 | 3,966 41 |
| " " " " | 1898 | | | 5,799 94 | 4,710 23 |
| " " " " | 1899 | | | 5,073 70 | 3,533 68 |
| " " " " | 1900 | | | 5,613 83 | 2,777 60 |
| " " " " | 1901 | | | 5,175 74 | 1,138 15 |
| " " " " | 1902 | | | 5,254 51 | 6,377 19 |
| " " " " | 1903 | 500 00 | | 5,757 00 | 4,627 70 |
| " " " " | 1904 | 750 00 | 2,521 13 | 5,291 43 | 6,075 94 |
| " " " " | 1905 | 100 00 | 740 45 | 5,346 62 | 4,452 68 |
| Total | | *1,248,820 26 | 3,661 58 | 82,205 67 | 62,448 99 |

* Agreeing with Public Accounts Balance Sheet, 1905, page 4.

S. LEONARD SHANNON,

Accountant,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c—*Continued.*

TRENT CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------------------------|---------------|--------------------------------------|------------|------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 309,371 31 | | | |
| " since | 1869 | | | | |
| " | 1870 | | | | |
| " | 1871 | | | | |
| " | 1872 | | | | |
| " | 1873 | | | | |
| " | 1874 | | | | |
| " | 1875 | | | | |
| " | 1876 | | | | |
| " | 1877 | | | | |
| " | 1878 | | | | |
| " | 1879 | | | | |
| " | 1880 | 561 50 | | 1,188 92 | 3,568 89 |
| " | 1881 | | | 2,489 93 | 2,233 50 |
| " | 1882 | | 5,836 51 | 2,011 92 | 8,115 50 |
| " | 1883 | 40,767 16 | 9,303 66 | 2,235 50 | 3,047 42 |
| " | 1884 | 120,393 91 | 6,198 57 | 2,208 64 | 5,264 35 |
| " | 1885 | 121,882 84 | | 3,303 87 | 4,653 50 |
| " | 1886 | 75,103 30 | | 1,639 75 | 5,917 88 |
| " | 1887 | 179,541 63 | | 1,938 08 | 6,008 88 |
| " | 1888 | 114,879 35 | | 1,770 29 | 5,151 42 |
| " | 1889 | 47,592 13 | 29,677 92 | 3,242 05 | 5,935 94 |
| " | 1890 | 58,644 50 | 11,522 65 | 3,450 99 | 730 55 |
| " | 1891 | 9,826 49 | 3,164 81 | 3,803 66 | 4,888 98 |
| " | 1892 | 4,457 28 | 6,506 97 | 3,695 85 | 4,721 85 |
| " | 1893 | 5,962 47 | 10,838 90 | 3,739 86 | 2,087 17 |
| " | 1894 | 3,412 32 | 20,403 93 | 3,785 47 | 4,968 59 |
| " | 1895 | 53,907 70 | 21,143 41 | 4,184 18 | 3,374 49 |
| " | 1896 | 392,976 08 | 6,185 75 | 4,349 34 | 3,329 97 |
| " | 1897 | 496,575 70 | 13,880 37 | 4,965 39 | 3,497 90 |
| " | 1898 | 351,273 31 | 8,991 54 | 5,034 60 | 4,998 80 |
| " | 1899 | 166,611 49 | 6,179 79 | 5,048 72 | 6,454 49 |
| " | 1900 | 334,583 01 | 8,043 39 | 5,131 52 | 9,969 26 |
| " | 1901 | 284,503 89 | 10,494 82 | 5,254 51 | 13,075 89 |
| " | 1902 | 449,075 45 | 26,165 93 | 5,575 52 | 14,984 88 |
| " | 1903 | 523,950 74 | 18,548 58 | 6,993 25 | 10,791 15 |
| " | 1904 | 489,038 44 | 21,228 55 | 7,237 05 | 21,179 12 |
| " | 1905 | 333,261 75 | 36,853 28 | 12,071 88 | 26,056 78 |
| Total | | *4,957,653 75 | 281,169 33 | 106,350 74 | 185,047 15 |

* Total expenditure on Capital Account as above \$4,957,653 75

Less—Expenditure prior to Confederation... \$ 309,371 31

" Year 1880. 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1905, page 4..... \$4,647,720 94

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

TAY CANAL.

| | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---------------------------------------------|-------------------------|--------------|--------------------------------------|---------|----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | 1868 | | | | |
| " " " | 1869 | | | | |
| " " " | 1870 | | | | |
| " " " | 1871 | | | | |
| " " " | 1872 | | | | |
| " " " | 1873 | | | | |
| " " " | 1874 | | | | |
| " " " | 1875 | | | | |
| " " " | 1876 | | | | |
| " " " | 1877 | | | | |
| " " " | 1878 | | | | |
| " " " | 1879 | | | | |
| " " " | 1880 | | | | |
| " " " | 1881 | | | | |
| " " " | 1882 | | 748 65 | | |
| " " " | 1883 | 4,831 80 | | | |
| " " " | 1884 | 50,878 12 | | | |
| " " " | 1885 | 92,473 97 | | | |
| " " " | 1886 | 65,561 51 | | | |
| " " " | 1887 | 49,617 92 | | | |
| " " " | 1888 | 54,166 57 | | | |
| " " " | 1889 | 89,486 18 | | | |
| " " " | 1890 | 22,226 23 | | * | * |
| " " " | 1891 | 17,114 78 | | * | * |
| " " " | 1892 | 29,771 65 | | * | * |
| " " " | 1893 | | | * | * |
| " " " | 1894 | | | * | * |
| " " " | 1895 | | | * | * |
| " " " | 1896 | | | * | * |
| " " " | 1897 | 10,720 50 | | * | * |
| " " " | 1898 | | | * | * |
| " " " | 1899 | | | * | * |
| " " " | 1900 | 2,750 00 | | * | * |
| " " " | 1901 | | | * | * |
| " " " | 1902 | | | * | * |
| " " " | 1903 | | | * | * |
| " " " | 1904 | | | * | * |
| " " " | 1905 | | | * | * |
| Total | | † 489,599 23 | 748 65 | * | * |

* Included in Rideau Canal.

† Agreeing with Public Accounts, 1905, page 4.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

SAULT STE. MARIE CANAL.

| | Year ending June 30, | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---------------------------------------------|-------------------------|---------------|--------------------------------------|------------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure since Confederation. | 1868 | | | | |
| " " " | 1869 | | | | |
| " " " | 1870 | | | | |
| " " " | 1871 | | | | |
| " " " | 1872 | | 949 35 | | |
| " " " | 1873 | | | | |
| " " " | 1874 | | | | |
| " " " | 1875 | | | | |
| " " " | 1876 | | | | |
| " " " | 1877 | | | | |
| " " " | 1878 | | | | |
| " " " | 1879 | | | | |
| " " " | 1880 | | | | |
| " " " | 1881 | | | | |
| " " " | 1882 | | | | |
| " " " | 1883 | | | | |
| " " " | 1884 | | | | |
| " " " | 1885 | | | | |
| " " " | 1886 | | | | |
| " " " | 1887 | | | | |
| " " " | 1888 | 8,145 06 | | | |
| " " " | 1889 | 34,018 95 | | | |
| " " " | 1890 | 176,568 55 | | | |
| " " " | 1891 | 325,336 33 | | | |
| " " " | 1892 | 341,474 31 | | | |
| " " " | 1893 | 589,801 25 | | | |
| " " " | 1894 | 1,316,529 29 | | | |
| " " " | 1895 | 466,151 50 | | 3,432 73 | |
| " " " | 1896 | 189,986 59 | | 16,074 70 | 2,650 17 |
| " " " | 1897 | 209,561 82 | | 15,381 59 | 7,671 79 |
| " " " | 1898 | 21,004 56 | | 14,389 92 | 8,173 09 |
| " " " | 1899 | 63,935 48 | | 13,840 24 | 6,564 40 |
| " " " | 1900 | 27,157 98 | | 13,901 40 | 13,219 87 |
| " " " | 1901 | 323,353 93 | 48 39 | 13,730 93 | 10,289 18 |
| " " " | 1902 | 122,505 73 | | 15,920 80 | 14,839 71 |
| " " " | 1903 | 65,933 43 | | 16,077 22 | 10,855 70 |
| " " " | 1904 | 32,029 54 | | 14,653 35 | 9,491 44 |
| " " " | 1905 | 110,181 69 | | 15,681 55 | 14,776 38 |
| Total | | *4 423,675 99 | 997 74 | 153,084 43 | 98,530 68 |

* Agreeing with Public Accounts, 1905, page 4.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

SOULANGES CANAL.

| | | | | Year ending June 30. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|-----------------------------------------------|-------|---|---|-------------------------|---------------|--------------------------------------|------------|-----------|
| | | | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | | | 1868 | | | | |
| " | since | " | " | 1869 | | | | |
| " | " | " | " | 1870 | | | | |
| " | " | " | " | 1871 | | | | |
| " | " | " | " | 1872 | | | | |
| " | " | " | " | 1873 | | | | |
| " | " | " | " | 1874 | | | | |
| " | " | " | " | 1875 | | | | |
| " | " | " | " | 1876 | | | | |
| " | " | " | " | 1877 | | | | |
| " | " | " | " | 1878 | | | | |
| " | " | " | " | 1879 | | | | |
| " | " | " | " | 1880 | | | | |
| " | " | " | " | 1881 | | | | |
| " | " | " | " | 1882 | | | | |
| " | " | " | " | 1883 | | | | |
| " | " | " | " | 1884 | | | | |
| " | " | " | " | 1885 | | | | |
| " | " | " | " | 1886 | | | | |
| " | " | " | " | 1887 | | | | |
| " | " | " | " | 1888 | | | | |
| " | " | " | " | 1889 | | | | |
| " | " | " | " | 1890 | | | | |
| " | " | " | " | 1891 | | | | |
| " | " | " | " | 1892 | 54,235 76 | | | |
| " | " | " | " | 1893 | 210,336 24 | | | |
| " | " | " | " | 1894 | 723,380 85 | | | |
| " | " | " | " | 1895 | 752,016 53 | | | |
| " | " | " | " | 1896 | 535,939 07 | | | |
| " | " | " | " | 1897 | 363,126 06 | | | |
| " | " | " | " | 1898 | 1,016,401 00 | | | |
| " | " | " | " | 1899 | 1,442,824 22 | | | |
| " | " | " | " | 1900 | 693,806 24 | | 6,711 84 | 5,000 00 |
| " | " | " | " | 1901 | 462,626 36 | 115 00 | 25,154 78 | 5,888 77 |
| " | " | " | " | 1902 | 235,021 79 | | 22,672 50 | 2,267 13 |
| " | " | " | " | 1903 | 248,929 10 | | 31,987 06 | 10,362 23 |
| " | " | " | " | 1904 | 113,328 45 | 15,608 69 | 25,235 25 | 39,382 01 |
| " | " | " | " | 1905 | 34,202 71 | 30,406 25 | 25,432 49 | 21,174 98 |
| Total..... | | | | | *6,886,174 48 | 46,129 94 | 137,193 92 | 84,074 98 |

* Included in total cost of St. Lawrence River and Canals, see part i, page 9.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to
June 30, 1905.

| Canal. | Construction. | Enlargement. | Total. |
|---------------------------------------|---------------|---------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. |
| St. Peters..... | 248,762 84 | 399,784 30 | 648,547 14 |
| Lachine..... | 2,589,532 85 | 8,885,578 80 | 11,475,111 65 |
| Beauharnois..... | 1,636,690 26 | | 1,636,690 26 |
| St. Lawrence River and Canals., | 18,442 85 | 3,108,984 37 | 3,127,427 22 |
| Lake St. Louis..... | | 298,176 11 | 298,176 11 |
| Lake St. Francis..... | | 75,906 71 | 75,906 71 |
| Cornwall..... | 1,945,624 73 | 5,235,562 85 | 7,181,187 58 |
| Williamsburg { Farran's Point..... | | 877,090 57 | 10,185,853 21 |
| Galops..... | | 5,819,923 75 | |
| Rapide Plat..... | | 2,157,487 09 | |
| Williamsburg..... | 1,320,655 54 | 10,696 26 | |
| Welland..... | 7,693,824 03 | 18,386,542 10 | 26,080,366 13 |
| St. Anne's..... | 134,456 51 | 1,035,759 12 | 1,170,215 63 |
| *Carillon and Grenville..... | 63,053 64 | 4,119,039 32 | 4,182,092 96 |
| Culbute..... | 382,776 46 | | 382,776 46 |
| Rideau..... | 4,085,889 21 | | 4,085,889 21 |
| St. Ours..... | 121,537 65 | | 121,537 65 |
| Chambly..... | 637,056 76 | | 637,056 76 |
| Murray..... | 1,248,820 26 | | 1,248,820 26 |
| Trent..... | 4,957,653 75 | | 4,957,653 75 |
| Tay..... | 489,599 23 | | 489,599 23 |
| Sault Ste. Marie..... | 4,423,675 99 | | 4,423,675 99 |
| Soulanges..... | 6,886,174 48 | | 6,886,174 48 |
| Total .. | 38,884,227 04 | 50,410,531 35 | 89,294,758 39 |

* Construction by Imperial Government not included, records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

*RECAPITULATION--EXPENDITURE on Canals, also showing Revenue received.

| | Year ending June 30. | Capital. | Income. | Staff. | Repairs. | Revenue received. |
|------------------------------------------------------------------------------------|-------------------------|---------------|--------------|--------------|--------------|----------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation, including Imperial Government | | 20,593,866 13 | 98,378 46 | | | |
| Government expenditure since Confederation. | 1868 | 33,784 06 | 95,347 79 | 113,084 50 | 101,646 44 | 403,879 19 |
| " " | 1869 | 126,898 20 | 55 00 | 116,069 76 | 118,579 31 | 400,263 32 |
| " " | 1870 | | 90,355 96 | 120,403 02 | 150,176 70 | 414,687 02 |
| " " | 1871 | | 116,429 54 | 135,040 81 | 140,467 52 | 488,538 76 |
| " " | 1872 | 255,645 75 | 33,289 27 | 124,137 09 | 152,086 25 | 466,847 52 |
| " " | 1873 | 256,547 27 | 127,369 55 | 148,581 18 | 186,573 13 | 486,433 26 |
| " " | 1874 | 1,189,591 91 | 51,037 05 | 167,194 40 | 213,613 86 | 510,755 99 |
| " " | 1875 | 1,714,830 37 | 479 00 | 168,401 21 | 203,226 85 | 414,979 59 |
| " " | 1876 | 2,388,733 46 | 810 75 | 178,411 80 | 190,578 45 | 390,337 04 |
| " " | 1877 | 4,131,374 30 | 22 30 | 179,661 40 | 138,448 51 | 390,857 37 |
| " " | 1878 | 3,843,338 62 | | 187,521 31 | 122,251 60 | 373,814 17 |
| " " | 1879 | 3,064,098 61 | | 191,892 44 | 115,349 99 | 337,675 13 |
| " " | 1880 | 2,123,366 34 | | 195,039 33 | 147,167 52 | 341,598 14 |
| " " | 1881 | 2,075,891 65 | 7,246 69 | 197,573 62 | 154,653 63 | 361,558 17 |
| " " | 1882 | 1,593,174 09 | 55,025 03 | 224,572 61 | 187,399 02 | 325,231 54 |
| " " | 1883 | 1,763,001 97 | 62,503 14 | 269,415 01 | 178,617 86 | 361,604 01 |
| " " | 1884 | 1,577,296 42 | 60,993 99 | 280,657 29 | 192,219 38 | 372,561 69 |
| " " | 1885 | 1,504,621 47 | 58,297 59 | 280,226 20 | 201,708 47 | 321,289 47 |
| " " | 1886 | 1,333,324 80 | 31,984 02 | 282,323 63 | 198,251 97 | 328,977 43 |
| " " | 1887 | 1,783,698 16 | 65,983 06 | 285,172 62 | 198,888 84 | 321,784 88 |
| " " | 1888 | 1,033,118 34 | 120,561 59 | 292,458 76 | 201,928 93 | 317,902 04 |
| " " | 1889 | 972,918 43 | 162,015 49 | 301,040 23 | 240,261 36 | 333,188 90 |
| " " | 1890 | 1,026,364 24 | 146,853 54 | 290,516 63 | 176,089 00 | 354,816 92 |
| " " | 1891 | 1,318,092 15 | 165,843 87 | 294,562 12 | 204,768 45 | 349,431 90 |
| " " | 1892 | 1,437,149 30 | 194,129 61 | 293,115 58 | 231,089 54 | 324,475 24 |
| " " | 1893 | 2,069,573 30 | 196,185 84 | 291,588 97 | 204,759 39 | 357,089 87 |
| " " | 1894 | 3,027,164 19 | 109,216 33 | 294,446 34 | 179,630 13 | 387,788 97 |
| " " | 1895 | 2,452,273 65 | 216,057 58 | 281,477 04 | 164,033 71 | 339,890 49 |
| " " | 1896 | 2,258,778 97 | 85,820 49 | 292,121 05 | 209,321 60 | 339,538 72 |
| " " | 1897 | 2,348,636 91 | 101,205 74 | 287,970 36 | 178,385 47 | 384,780 53 |
| " " | 1898 | 3,207,249 79 | 82,400 55 | 280,872 44 | 203,478 86 | 407,652 81 |
| " " | 1899 | 3,899,877 31 | 82,205 60 | 280,628 57 | 202,312 36 | 369,044 38 |
| " " | 1900 | 2,639,564 93 | 120,653 93 | 292,609 24 | 227,626 97 | 322,642 86 |
| " " | 1901 | 2,360,569 89 | 135,500 57 | 314,095 04 | 262,876 07 | 315,426 69 |
| " " | 1902 | 2,114,689 88 | 213,044 91 | 317,838 61 | 263,768 27 | 300,413 68 |
| " " | 1903 | 1,823,273 61 | 275,103 58 | 390,281 82 | 294,113 92 | 230,213 15 |
| " " | 1904 | 1,880,787 20 | 298,678 23 | 381,016 82 | 350,378 54 | 79,536 51 |
| " " | 1905 | 2,071,593 72 | 352,855 43 | 431,499 60 | 401,742 79 | 78,009 21 |
| Total | | 89,294,758 39 | 4,013,941 07 | 9,453,518 45 | 7,488,370 66 | 13,405,515 56 |

* This does not include expenditure which has been charged to Canals--General--but amounts expended on specified canals.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS.

| Balances due July 1. | Accrued during the Year ended June 30. | Totals. | 1904-1905. | Abatement. | Deposited to the credit of the Receiver General. | Balances due June 30. | Totals. |
|----------------------|----------------------------------------|------------|------------------------------|------------|--------------------------------------------------|-----------------------|------------|
| \$ cts. | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 39,036 06 | 28,716 66 | 67,752 74 | Welland Canal | 156 23 | 18,183 16 | 49,413 35 | 67,752 74 |
| 1,600 17 | 1,882 00 | 3,482 17 | Williamsburg Canal | 10 00 | 942 60 | 2,529 67 | 3,482 17 |
| 3,445 87 | 8,907 75 | 12,353 62 | Cornwall Canal | | 5,123 00 | 7,230 62 | 12,353 62 |
| 12,384 84 | 3,704 00 | 16,088 84 | Beauharnois Canal | 57 50 | 2,959 00 | 13,092 34 | 16,088 84 |
| 19,878 80 | 55,698 46 | 75,574 96 | Lachine Canal | 1,446 75 | 38,245 10 | 35,893 11 | 75,574 96 |
| 675 84 | 55,176 00 | 851 84 | Chambly Canal | 118 75 | 182 25 | 550 84 | 851 84 |
| 3,769 56 | 3,648 35 | 7,407 91 | Rideau Canal | 326 74 | 3,092 41 | 3,989 76 | 7,407 91 |
| 1,582 95 | 2,625 04 | 4,207 99 | Trent Valley Canal | | 3,774 04 | 433 96 | 4,207 99 |
| 10 00 | 500 00 | 510 00 | Sault Ste. Marie Canal | | 485 00 | 25 00 | 510 00 |
| 15,575 00 | 5,500 00 | 21,075 00 | Carillon and Grenville Canal | 24 17 | 517 00 | 20,533 83 | 21,075 00 |
| 9 00 | 3,000 00 | 3,000 00 | Soulanges Canal | | 3,000 00 | | 3,000 00 |
| | 38 00 | 47 00 | Sundry Canals | | 43 00 | 4 00 | 47 00 |
| 97,855 81 | 114,396 26 | 212,352 07 | Totals | 2,119 14 | 76,546 46 | 133,686 47 | 212,352 07 |

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

REVENUE STATEMENT.

| CANAL REVENUE. | | | | Total Canal Revenue Accrued. | Hydraulic and Other Rents, &c. | Total. | COLLECTION DIVISIONS. | DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL. | | Total. | Cost of Staff, Repairs and Offices of Collection chargeable to Revenue. |
|----------------|-----------------------|---------|-----------------|------------------------------|--------------------------------|-----------|----------------------------|--------------------------------------------------|-----------------------------|-----------|-------------------------------------------------------------------------|
| T oll. | Wharfage and Storage. | Fines. | Other Receipts. | | | | | On Account Canal Revenue. | On Account Hydraulic Rents. | | |
| \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| ..... | 0 95 | ..... | ..... | 0 95 | 997 50 | 998 45 | <i>Welland Canal</i> | ..... | ..... | 998 46 | 208,114 88 |
| ..... | 281 08 | ..... | ..... | 281 08 | 1,454 50 | 1,735 58 | Port Colborne | 0 96 | 997 50 | 998 46 | 3,585 75 |
| ..... | ..... | ..... | ..... | ..... | 226 00 | 226 00 | Port Dalhousie | 281 08 | 1,454 50 | 1,735 58 | 2,180 15 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | Dunnville | ..... | 226 00 | 226 00 | 773 26 |
| ..... | 1 00 | ..... | ..... | 1 00 | 15,505 16 | 15,506 16 | St. Catharines | 1 00 | 15,505 16 | 15,506 16 | 201 25 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | Chippawa | ..... | ..... | ..... | 125 00 |
| ..... | 283 04 | ..... | ..... | 283 04 | 18,183 16 | 18,466 20 | Totals. | 283 04 | 18,183 16 | 18,466 20 | 214,980 29 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | <i>St. Lawrence Canal.</i> | ..... | ..... | ..... | 369,530 82 |
| ..... | 16 00 | 20 00 | ..... | 44 00 | 3,000 00 | 3,044 00 | Coteau Landing | 44 00 | 3,000 00 | 3,044 00 | 1,460 72 |
| ..... | 4 00 | ..... | ..... | 4 00 | 2,969 00 | 2,963 00 | Beauharnois | ..... | 2,969 00 | 2,963 00 | 960 10 |
| ..... | ..... | 20 00 | ..... | 20 00 | 5,123 00 | 5,143 00 | Cornwall | 4 00 | 5,123 00 | 5,143 00 | 1,751 07 |
| ..... | 100 00 | ..... | ..... | 100 00 | 942 50 | 1,042 50 | Cardinal | 20 00 | 942 50 | 1,042 50 | 1,044 40 |
| ..... | 765 80 | 5 00 | ..... | 771 80 | ..... | 771 80 | Lachine | 100 00 | ..... | 771 80 | 2,221 27 |
| ..... | 377 02 | ..... | ..... | 377 02 | 38,246 10 | 38,623 12 | Montreal | 771 80 | 38,246 10 | 38,623 12 | 8,225 69 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | Kingston | 377 02 | ..... | ..... | 695 70 |
| ..... | 1,163 82 | 145 00 | ..... | 1,316 82 | 50,270 60 | 51,587 42 | Totals. | 1,316 82 | 50,270 60 | 51,587 42 | 385,889 77 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | <i>Chambly Canal.</i> | ..... | ..... | ..... | 51,966 67 |
| ..... | ..... | ..... | ..... | ..... | 106 25 | 106 25 | Chambly | ..... | 106 25 | 106 25 | 1,562 21 |
| ..... | ..... | 2 00 | ..... | 2 00 | 76 00 | 78 00 | St. John's | 2 00 | 76 00 | 78 00 | 1,562 39 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | St. Ours | ..... | ..... | ..... | 692 00 |
| ..... | ..... | 2 00 | ..... | 2 00 | 182 25 | 184 25 | Totals. | 2 00 | 182 25 | 184 25 | 55,763 27 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | <i>Ottawa Canal.</i> | ..... | ..... | ..... | 45,229 83 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | Ottawa | ..... | ..... | ..... | 474 54 |
| ..... | 12 00 | ..... | ..... | 12 00 | 473 00 | 485 00 | Grenville | ..... | 473 00 | 485 00 | 889 26 |
| ..... | ..... | 4 00 | ..... | 4 00 | 44 00 | 48 00 | Carillon | 12 00 | 44 00 | 48 00 | 805 55 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | St. Anne's Lock | 4 00 | ..... | ..... | 47,199 18 |
| ..... | 12 00 | 4 00 | ..... | 16 00 | 517 00 | 533 00 | Totals. | 16 00 | 517 00 | 533 00 | 47,199 18 |

SESSIONAL PAPER No. 20

[illegible]

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

| | Year. | Construction. | Income. | Working Expenses including Windsor Branch Ry. | Revenue received, including Windsor Branch Ry. |
|-----------------------------------------|-------|----------------|------------|-----------------------------------------------|------------------------------------------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Expenditure prior to Confederation..... | | 10,766,725 54 | | | |
| " since "..... | 1868 | 483,353 65 | | 359,961 08 | 420,752 58 |
| " " "..... | 1869 | 282,615 18 | | 387,548 47 | 455,022 76 |
| " " "..... | 1870 | 1,729,381 49 | | 445,208 75 | 471,245 09 |
| " " "..... | 1871 | 2,916,782 13 | | 442,993 31 | 565,713 52 |
| " " "..... | 1872 | 5,131,141 51 | | 595,076 22 | 622,900 56 |
| " " "..... | 1873 | 5,201,450 37 | | 1,011,892 60 | 703,458 26 |
| " " "..... | 1874 | 3,614,898 81 | | 1,847,175 24 | 893,430 17 |
| " " "..... | 1875 | 3,426,099 55 | | 1,532,589 62 | 861,593 43 |
| " " "..... | 1876 | 1,108,321 59 | | 1,277,197 79 | 848,861 46 |
| " " "..... | 1877 | 1,318,352 19 | | 1,661,673 55 | 1,154,445 35 |
| " " "..... | 1878 | 408,816 74 | | 1,811,273 56 | 1,378,946 78 |
| " " "..... | 1879 | 226,639 19 | | 2,010,183 22 | 1,294,099 09 |
| " " "..... | 1880 | 2,048,014 60 | | 1,607,956 70 | 1,520,310 45 |
| " " "..... | 1881 | 608,732 80 | | 1,780,353 53 | 1,777,856 76 |
| " " "..... | 1882 | 585,568 79 | | 2,080,592 37 | 2,100,315 85 |
| " " "..... | 1883 | 1,616,632 96 | | 2,383,477 20 | 2,395,084 99 |
| " " "..... | 1884 | 1,405,377 52 | | 2,366,719 95 | 2,376,666 19 |
| " " "..... | 1885 | 1,195,363 08 | | 2,460,229 87 | 2,392,605 00 |
| " " "..... | 1886 | 544,958 17 | | 2,508,473 10 | 2,406,858 88 |
| " " "..... | 1887 | 823,070 86 | | 2,854,158 91 | 2,621,337 41 |
| " " "..... | 1888 | 742,203 09 | | 3,300,481 94 | 2,937,337 40 |
| " " "..... | 1889 | 655,228 13 | | 3,174,785 19 | 2,923,736 46 |
| " " "..... | 1890 | 365,246 48 | | 3,500,455 80 | 2,958,243 38 |
| " " "..... | 1891 | 79,929 34 | | 3,691,273 65 | 3,007,630 51 |
| " " "..... | 1892 | 168,101 77 | | 3,458,891 39 | 2,978,960 82 |
| " " "..... | 1893 | 228,984 79 | | 3,062,207 45 | 3,099,815 20 |
| " " "..... | 1894 | 166,362 43 | | 2,999,317 07 | 3,020,485 74 |
| " " "..... | 1895 | 327,034 51 | | 2,964,940 98 | 2,979,795 59 |
| " " "..... | 1896 | 259,105 23 | | 3,029,304 08 | 2,994,201 93 |
| " " "..... | 1897 | 145,142 00 | | 2,936,789 71 | 2,906,631 25 |
| " " "..... | 1898 | 252,367 20 | 70,000 00 | 3,275,830 14 | 3,154,896 49 |
| " " "..... | 1899 | 1,081,929 94 | 210,000 00 | 3,478,559 30 | 3,775,558 08 |
| " " "..... | 1900 | 1,796,348 29 | | 4,444,296 25 | 4,599,423 14 |
| " " "..... | 1901 | 3,633,836 57 | | 5,477,285 30 | 5,019,497 76 |
| " " "..... | 1902 | 4,621,841 05 | | 5,596,939 57 | 5,720,990 50 |
| " " "..... | 1903 | 2,254,296 68 | | 6,214,496 38 | 6,366,884 53 |
| " " "..... | 1904 | †1,880,856 60 | | 7,264,263 13 | 6,392,865 48 |
| " " "..... | 1905 | 3,937,621 93 | | 8,635,689 91 | 6,833,561 50 |
| Total | | *68,038,702 75 | 280,000 00 | 107,824,542 28 | 98,931,960 94 |

* Including \$296,672.90 charged to 'Consolidated Fund.'

| | |
|-------------------------------------|-----------------------|
| † Expenditure for year..... | \$1,894,856 90 |
| Less refunds of previous years..... | 14,000 30 |
| | <u>\$1,880,856 60</u> |

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 32 \$68,038,702 75

Less amounts transferred from Capital to Consolidated Fund as follows :—

| | Nova Scotia Ry. | European and North American Ry. | |
|--------------------------------------------------------|----------------------|------------------------------------|-------------------------|
| 1868..... | \$ 16,800 99 | \$ 11,302 89 | |
| 1870..... | 34,403 45 | 1,749 21 | |
| 1871..... | 50,405 69 | | |
| 1873..... | 106,899 59 | 75,311 08 | |
| | <u>\$ 208,509 72</u> | <u>\$ 88,363 18</u> | |
| | | 208,509 72 | |
| | | | 296,872 90 |
| | | | <u>\$67,741,829 85</u> |
| Cape Breton Railway, page 37..... | | | 3,860,679 14 |
| Oxford and New Glasgow Railway, page 36..... | | | 1,949,063 21 |
| Eastern Extension Railway, page 34..... | | | 1,324,042 81 |
| Montreal and European Short Line Railway, page 38..... | | | 333,942 72 |
| Drummond County Railway, page 42..... | | | 1,464,000 00 |
| Canada Eastern Railway, page 45..... | | | 800,000 00 |
| | | | <u>*\$77,473,557 73</u> |

*Agreeing with Public Accounts, 1904-5, page 4.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

EASTERN EXTENSION RAILWAY.

| | Year. | Capital. | Working Expenses. | Revenue received. |
|--------------------------------------------------|-------|----------------|-------------------|-------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Conferation..... | 1868 | | | |
| " " since " | 1869 | | | |
| " " " " | 1870 | | | |
| " " " " | 1871 | | | |
| " " " " | 1872 | | | |
| " " " " | 1873 | | | |
| " " " " | 1874 | | | |
| " " " " | 1875 | | | |
| " " " " | 1876 | | | |
| " " " " | 1877 | | | |
| " " " " | 1878 | | | |
| " " " " | 1879 | | | |
| " " " " | 1880 | | | |
| " " " " | 1881 | | | |
| " " " " | 1882 | | | |
| " " " " | 1883 | | | |
| " " " " | 1884 | 1,284,311 97 | 10,033 77 | 30,767 66 |
| " " " " | 1885 | 2,055 92 | 78,273 65 | 73,050 01 |
| " " " " | 1886 | 183 79 | 94,756 06 | 66,893 11 |
| " " " " | 1887 | | 94,254 04 | 64,107 10 |
| " " " " | 1888 | | 90,954 73 | 70,552 20 |
| " " " " | 1889 | 34,235 73 | 90,719 04 | 72,436 65 |
| " " " " | 1890 | | 79,102 77 | 84,658 95 |
| " " " " | 1891 | 3,255 40 | * | † |
| " " " " | 1892 | | * | † |
| " " " " | 1893 | | * | † |
| " " " " | 1894 | | * | † |
| " " " " | 1895 | | * | † |
| " " " " | 1896 | | * | † |
| " " " " | 1897 | | * | † |
| " " " " | 1898 | | * | † |
| " " " " | 1899 | | * | † |
| " " " " | 1900 | | * | † |
| " " " " | 1901 | | * | † |
| " " " " | 1902 | | * | † |
| " " " " | 1903 | | * | † |
| " " " " | 1904 | | * | † |
| " " " " | 1905 | | * | † |
| Total | | ‡ 1,324,042 81 | 538,094 06 | 462,465 68 |

* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.
‡ Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

| | Year. | Capital. | Working Expenses. | Revenue received. |
|-----------------------------------------------|-------|------------|-------------------|-------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to confederation | 1868 | | | |
| " since " | 1869 | | | |
| " " " | 1870 | | | |
| " " " | 1871 | | | |
| " " " | 1872 | | | |
| " " " | 1873 | | | |
| " " " | 1874 | | | |
| " " " | 1875 | | | |
| " " " | 1876 | | | |
| " " " | 1877 | | | |
| " " " | 1878 | | | |
| " " " | 1879 | | | |
| " " " | 1880 | | | |
| " " " | 1881 | | | |
| " " " | 1882 | | | |
| " " " | 1883 | | | |
| " " " | 1884 | | | |
| " " " | 1885 | | | |
| " " " | 1886 | 85,610 69 | | |
| " " " | 1887 | 2,299 62 | | |
| " " " | 1888 | 500 17 | | |
| " " " | 1889 | | | |
| " " " | 1890 | | | |
| " " " | 1891 | | | |
| " " " | 1892 | | | |
| " " " | 1893 | | | |
| " " " | 1894 | | | |
| " " " | 1895 | | | |
| " " " | 1896 | | | |
| " " " | 1897 | | | |
| " " " | 1898 | | | |
| " " " | 1899 | | | |
| " " " | 1900 | | | |
| " " " | 1901 | | | |
| " " " | 1902 | | | |
| " " " | 1903 | | | |
| " " " | 1904 | | | |
| " " " | 1905 | | | |
| Total | | *88,410 48 | | |

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000, which sum was paid in March, 1893, to the Receiver General.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

OXFORD AND NEW GLASGOW.

| — | Year. | Capital. | | Working Expenses. | |
|--------------------------------------------------------|-------|-------------|------|-------------------|------|
| | | \$ | cts. | \$ | cts. |
| Government expenditure prior to Confederation. | 1868 | | | | |
| " " since " | 1869 | | | | |
| " " " " | 1870 | | | | |
| " " " " | 1871 | | | | |
| " " " " | 1872 | | | | |
| " " " " | 1873 | | | | |
| " " " " | 1874 | | | | |
| " " " " | 1875 | | | | |
| " " " " | 1876 | | | | |
| " " " " | 1877 | | | | |
| " " " " | 1878 | | | | |
| " " " " | 1879 | | | | |
| " " " " | 1880 | | | | |
| " " " " | 1881 | | | | |
| " " " " | 1882 | | | | |
| " " " " | 1883 | | | | |
| " " " " | 1884 | | | | |
| " " " " | 1885 | | | | |
| " " " " | 1886 | | | | |
| " " " " | 1887 | | | | |
| " " " " | 1888 | 280,932 | 35 | | |
| " " " " | 1889 | 840,553 | 57 | | |
| " " " " | 1890 | 434,074 | 60 | | |
| " " " " | 1891 | 220,886 | 39 | | |
| " " " " | 1892 | 48,745 | 23 | | |
| " " " " | 1893 | 7,922 | 80 | | |
| " " " " | 1894 | 112,382 | 75 | | |
| " " " " | 1895 | * | | | |
| " " " " | 1896 | * | | | |
| " " " " | 1897 | 3,565 | 52 | | |
| " " " " | 1898 | | | | |
| " " " " | 1899 | | | | |
| " " " " | 1900 | | | | |
| " " " " | 1901 | | | | |
| " " " " | 1902 | | | | |
| " " " " | 1903 | | | | |
| " " " " | 1904 | | | | |
| " " " " | 1905 | | | | |
| Total | | ‡ 1,949,063 | 21 | † | |

* Included in Intercolonial Railway Capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

| | Year. | Capital. | Working Expenses. |
|-----------------------------------------------------|-------|----------------|-------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | 76,501 89 | |
| " " " " | 1888 | 689,450 50 | |
| " " " " | 1889 | 1,083,276 60 | |
| " " " " | 1890 | 1,170,523 62 | |
| " " " " | 1891 | 521,441 62 | |
| " " " " | 1892 | 99,936 96 | |
| " " " " | 1893 | 59,982 74 | |
| " " " " | 1894 | 158,770 61 | |
| " " " " | 1895 | * | |
| " " " " | 1896 | * | |
| " " " " | 1897 | 405 00 | |
| " " " " | 1898 | 389 60 | |
| " " " " | 1899 | | |
| " " " " | 1900 | | |
| " " " " | 1901 | | |
| " " " " | 1902 | | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| " " " " | 1905 | | |
| Total | | \$3,860,679 14 | † |

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
 § Included in total cost of Intercolonial Railway system, see page 33.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
 OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

| | Year. | Construction. | Working Expenses. |
|----------------------------------------------------|-------|---------------|-------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | 49,587 45 | |
| " " " " | 1886 | 135,214 38 | |
| " " " " | 1887 | 24,157 32 | |
| " " " " | 1888 | 397 35 | |
| " " " " | 1889 | | |
| " " " " | 1890 | | |
| " " " " | 1891 | 124,568 23 | |
| " " " " | 1892 | | |
| " " " " | 1893 | | |
| " " " " | 1894 | 17 99 | |
| " " " " | 1895 | | |
| " " " " | 1896 | | |
| " " " " | 1897 | | |
| " " " " | 1898 | | |
| " " " " | 1899 | | |
| " " " " | 1900 | | |
| " " " " | 1901 | | |
| " " " " | 1902 | | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| " " " " | 1905 | | |
| Total..... | | *333,942 72 | |

* Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

| | Year. | Construction. | Working Expenses. | Revenue received. |
|-----------------------------------------------|-------|---------------|-------------------|-------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | | 3,114,735 11 | | |
| " since | 1874 | | 750 00 | |
| " | 1875 | 46,086 63 | 49,344 62 | 24,498 99 |
| " | 1876 | 42,546 10 | 219,930 43 | 118,060 96 |
| " | 1877 | 200,000 00 | 228,596 25 | 130,664 92 |
| " | 1878 | 6,551 86 | 221,599 49 | 135,899 60 |
| " | 1879 | 40,129 06 | 223,313 12 | 126,855 91 |
| " | 1880 | 16,539 82 | 164,640 55 | 113,851 11 |
| " | 1881 | | 203,122 88 | 131,181 43 |
| " | 1882 | 402 03 | 228,259 97 | 137,267 54 |
| " | 1883 | 57,186 02 | 252,808 41 | 146,170 42 |
| " | 1884 | 130,663 38 | 236,428 13 | 144,504 12 |
| " | 1885 | 76,966 56 | 211,207 01 | 158,588 06 |
| " | 1886 | 4,668 33 | 216,744 34 | 155,594 36 |
| " | 1887 | 5,800 00 | 204,237 45 | 155,303 37 |
| " | 1888 | | 229,639 96 | 158,363 62 |
| " | 1889 | | 247,559 44 | 171,369 56 |
| " | 1890 | | 266,485 85 | 160,971 78 |
| " | 1891 | | 257,990 08 | 174,258 05 |
| " | 1892 | 8,300 49 | 289,706 38 | 157,442 69 |
| " | 1893 | | 226,422 17 | 162,690 42 |
| " | 1894 | | 226,891 06 | 158,533 83 |
| " | 1895 | | 232,905 19 | 149,654 78 |
| " | 1896 | | 225,138 56 | 146,476 54 |
| " | 1897 | | 240,489 90 | 153,443 13 |
| " | 1898 | 17,541 88 | 231,418 74 | 158,960 61 |
| " | 1899 | 22,000 00 | 218,053 01 | 165,012 08 |
| " | 1900 | 53,546 02 | 220,931 81 | 174,738 73 |
| " | 1901 | 280,173 93 | 261,766 24 | 193,883 48 |
| " | 1902 | 475,997 94 | 270,159 97 | 197,999 93 |
| " | 1903 | 829,414 18 | 259,637 82 | 217,714 24 |
| " | 1904 | 698,877 47 | 335,695 44 | 234,390 03 |
| " | 1905 | 591,412 65 | 370,464 44 | 217,330 61 |
| Total..... | | *6,719,529 45 | 7,272,337 70 | 4,830,599 85 |

* Agrees with Public Accounts Balance Sheet, 1903-1904, page 4.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

CANADIAN PACIFIC RAILWAY.

| | Year. | Construction, including Subsidy of \$25,000,000. | Working Expenses. | Revenue received. |
|------------------------------------------------|-------|-----------------------------------------------------------|----------------------|----------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation. | | | | |
| " since " | 1868 | | | |
| " " " | 1869 | | | |
| " " " | 1870 | | | |
| " " " | 1871 | 30,148 32 | | |
| " " " | 1872 | 489,428 16 | | |
| " " " | 1873 | 561,818 44 | | |
| " " " | 1874 | 310,224 88 | | |
| " " " | 1875 | 1,546,241 67 | | |
| " " " | 1876 | 3,346,567 06 | | |
| " " " | 1877 | 1,691,149 97 | | |
| " " " | 1878 | 2,228,373 13 | | |
| " " " | 1879 | 2,240,285 47 | | |
| " " " | 1880 | 4,044,522 72 | 78,892 01 | 104,975 69 |
| " " " | 1881 | 4,968,503 93 | 236,944 98 | 291,498 06 |
| " " " | 1882 | (1) 4,589,075 79 | 1,786 20 | |
| " " " | 1883 | (2) 10,033,800 04 | 266 09 | |
| " " " | 1884 | (3) 11,192,722 02 | 327 02 | |
| " " " | 1885 | (4) 9,900,281 53 | | |
| " " " | 1886 | (5) 3,672,584 81 | | |
| " " " | 1887 | (6) 915,057 49 | | |
| " " " | 1888 | 52,098 65 | | |
| " " " | 1889 | 86,716 07 | | |
| " " " | 1890 | 40,980 54 | | |
| " " " | 1891 | 37,367 00 | | |
| " " " | 1892 | 66,211 39 | | |
| " " " | 1893 | 413,836 49 | | |
| " " " | 1894 | 146,539 87 | | |
| " " " | 1895 | 49,209 77 | | |
| " " " | 1896 | 65,669 49 | | |
| " " " | 1897 | 14,054 50 | | |
| " " " | 1898 | 692 17 | | |
| " " " | 1899 | 8,418 53 | | |
| " " " | 1900 | 236 11 | | |
| " " " | 1901 | 8,978 87 | | |
| " " " | 1902 | 448 70 | | |
| " " " | 1903 | | | |
| " " " | 1904 | 33,076 39 | | |
| " " " | 1905 | | | |
| Total | | *62,785,319 97 | 318,216 30 | 396,473 75 |

* Agrees with Public Accounts Balance Sheet, 1904-1905, page 8.

| | |
|---------------|-------------------------------------|
| (1) Including | \$ 2,210,000 00 on account subsidy. |
| (2) " | 5,323,076 60 " |
| (3) " | 7,254,208 27 " |
| (4) " | 6,862,201 00 " |
| (5) " | 2,890,427 00 " |
| (6) " | 460,087 13 " |

†\$25,000,000 00

† See also Statement No. 3, page 50, for the expenditure.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

| | Year. | Capital. | Income Expenses. |
|----------------------------------------------------|-------|-------------|---------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | | |
| " " since " | 1869 | | |
| " " " " | 1870 | | |
| " " " " | 1871 | | |
| " " " " | 1872 | | |
| " " " " | 1873 | | |
| " " " " | 1874 | | |
| " " " " | 1875 | | |
| " " " " | 1876 | | |
| " " " " | 1877 | | |
| " " " " | 1878 | | |
| " " " " | 1879 | | |
| " " " " | 1880 | | |
| " " " " | 1881 | | |
| " " " " | 1882 | | |
| " " " " | 1883 | | |
| " " " " | 1884 | | |
| " " " " | 1885 | | |
| " " " " | 1886 | | |
| " " " " | 1887 | | |
| " " " " | 1888 | | |
| " " " " | 1889 | 9,847 27 | |
| " " " " | 1890 | 381,942 75 | |
| " " " " | 1891 | 196,869 36 | |
| " " " " | 1892 | 26,129 89 | |
| " " " " | 1893 | 2,190 62 | |
| " " " " | 1894 | 1,675 36 | |
| " " " " | 1895 | 570 55 | |
| " " " " | 1896 | | |
| " " " " | 1897 | 41,457 29 | |
| " " " " | 1898 | | |
| " " " " | 1899 | | |
| " " " " | 1900 | | |
| " " " " | 1901 | | 8,381 82 |
| " " " " | 1902 | | |
| " " " " | 1903 | | |
| " " " " | 1904 | | |
| " " " " | 1905 | | |
| Total | | *660,683 09 | 8,381 82 |

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII. A. 1906

DRUMMOND COUNTY RAILWAY.

| | Year. | Construction. | Working Expenses. |
|----------------------------------------------------|-------|---------------|-------------------|
| | | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation..... | 1868 | ..... | ..... |
| " " since " | 1869 | ..... | ..... |
| " " " " | 1870 | ..... | ..... |
| " " " " | 1871 | ..... | ..... |
| " " " " | 1872 | ..... | ..... |
| " " " " | 1873 | ..... | ..... |
| " " " " | 1874 | ..... | ..... |
| " " " " | 1875 | ..... | ..... |
| " " " " | 1876 | ..... | ..... |
| " " " " | 1877 | ..... | ..... |
| " " " " | 1878 | ..... | ..... |
| " " " " | 1879 | ..... | ..... |
| " " " " | 1880 | ..... | ..... |
| " " " " | 1881 | ..... | ..... |
| " " " " | 1882 | ..... | ..... |
| " " " " | 1883 | ..... | ..... |
| " " " " | 1884 | ..... | ..... |
| " " " " | 1885 | ..... | ..... |
| " " " " | 1886 | ..... | ..... |
| " " " " | 1887 | ..... | ..... |
| " " " " | 1888 | ..... | ..... |
| " " " " | 1889 | ..... | ..... |
| " " " " | 1890 | ..... | ..... |
| " " " " | 1891 | ..... | ..... |
| " " " " | 1892 | ..... | ..... |
| " " " " | 1893 | ..... | ..... |
| " " " " | 1894 | ..... | ..... |
| " " " " | 1895 | ..... | ..... |
| " " " " | 1896 | ..... | ..... |
| " " " " | 1897 | ..... | ..... |
| " " " " | 1898 | ..... | ..... |
| " " " " | 1899 | ..... | ..... |
| " " " " | 1900 | 1,459,000 00 | ..... |
| " " " " | 1901 | ..... | ..... |
| " " " " | 1902 | 5,000 00 | ..... |
| " " " " | 1903 | ..... | ..... |
| " " " " | 1904 | ..... | ..... |
| " " " " | 1905 | ..... | ..... |
| Total..... | | *1,464,000 00 | ..... |

* Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine Teelin Railway.)

| | | | | Year. | Construction. |
|-----------------------------------------------------|--|--|--|-------|---------------|
| | | | | | \$ cts. |
| Government expenditure prior to Confederation | | | | 1868 | |
| " " since " | | | | 1869 | |
| " " " " | | | | 1870 | |
| " " " " | | | | 1871 | |
| " " " " | | | | 1872 | |
| " " " " | | | | 1873 | |
| " " " " | | | | 1874 | |
| " " " " | | | | 1875 | |
| " " " " | | | | 1876 | |
| " " " " | | | | 1877 | |
| " " " " | | | | 1878 | |
| " " " " | | | | 1879 | |
| " " " " | | | | 1880 | |
| " " " " | | | | 1881 | |
| " " " " | | | | 1882 | |
| " " " " | | | | 1883 | |
| " " " " | | | | 1884 | |
| " " " " | | | | 1885 | |
| " " " " | | | | 1886 | |
| " " " " | | | | 1887 | |
| " " " " | | | | 1888 | |
| " " " " | | | | 1889 | |
| " " " " | | | | 1890 | |
| " " " " | | | | 1891 | |
| " " " " | | | | 1892 | |
| " " " " | | | | 1893 | |
| " " " " | | | | 1894 | |
| " " " " | | | | 1895 | |
| " " " " | | | | 1896 | |
| " " " " | | | | 1897 | |
| " " " " | | | | 1898 | |
| " " " " | | | | 1899 | |
| " " " " | | | | 1900 | |
| " " " " | | | | 1901 | |
| " " " " | | | | 1902 | 283,323 55 |
| " " " " | | | | 1903 | |
| " " " " | | | | 1904 | |
| " " " " | | | | 1905 | |
| Total. | | | | | *283,323 55 |

* Agrees with Public Accounts Balance Sheet, 1904-1905, page 8.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

STATEMENTS OF THE ACCOUNTANT.

National Transcontinental Railway.

| | | | | Year. | Construction. |
|----------------------------------------------------|-------|---|-------|-------|---------------|
| | | | | | \$ cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | |
| " | since | " | ..... | 1869 | |
| " | " | " | ..... | 1870 | |
| " | " | " | ..... | 1871 | |
| " | " | " | ..... | 1872 | |
| " | " | " | ..... | 1873 | |
| " | " | " | ..... | 1874 | |
| " | " | " | ..... | 1875 | |
| " | " | " | ..... | 1876 | |
| " | " | " | ..... | 1877 | |
| " | " | " | ..... | 1878 | |
| " | " | " | ..... | 1879 | |
| " | " | " | ..... | 1880 | |
| " | " | " | ..... | 1881 | |
| " | " | " | ..... | 1882 | |
| " | " | " | ..... | 1883 | |
| " | " | " | ..... | 1884 | |
| " | " | " | ..... | 1885 | |
| " | " | " | ..... | 1886 | |
| " | " | " | ..... | 1887 | |
| " | " | " | ..... | 1888 | |
| " | " | " | ..... | 1889 | |
| " | " | " | ..... | 1890 | |
| " | " | " | ..... | 1891 | |
| " | " | " | ..... | 1892 | |
| " | " | " | ..... | 1893 | |
| " | " | " | ..... | 1894 | |
| " | " | " | ..... | 1895 | |
| " | " | " | ..... | 1896 | |
| " | " | " | ..... | 1897 | |
| " | " | " | ..... | 1898 | |
| " | " | " | ..... | 1899 | |
| " | " | " | ..... | 1900 | |
| " | " | " | ..... | 1901 | |
| " | " | " | ..... | 1902 | |
| " | " | " | ..... | 1903 | |
| " | " | " | ..... | 1904 | 6,249 40 |
| " | " | " | ..... | 1905 | 778,491 28 |
| Total..... | | | | | * 784,740 68 |

* Agrees with Public Accounts Balance Sheet, 1904-1905, page 8.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

STATEMENTS OF THE ACCOUNTANT.

Canada Eastern Railway.

| | | | | Year. | Construction. |
|----------------------------------------------------|--|--|--|-------|---------------|
| | | | | | \$ cts. |
| Government expenditure prior to Confederation..... | | | | 1868 | |
| " " since " | | | | 1869 | |
| " " " " | | | | 1870 | |
| " " " " | | | | 1871 | |
| " " " " | | | | 1872 | |
| " " " " | | | | 1873 | |
| " " " " | | | | 1874 | |
| " " " " | | | | 1875 | |
| " " " " | | | | 1876 | |
| " " " " | | | | 1877 | |
| " " " " | | | | 1878 | |
| " " " " | | | | 1879 | |
| " " " " | | | | 1880 | |
| " " " " | | | | 1881 | |
| " " " " | | | | 1882 | |
| " " " " | | | | 1883 | |
| " " " " | | | | 1884 | |
| " " " " | | | | 1885 | |
| " " " " | | | | 1886 | |
| " " " " | | | | 1887 | |
| " " " " | | | | 1888 | |
| " " " " | | | | 1889 | |
| " " " " | | | | 1890 | |
| " " " " | | | | 1891 | |
| " " " " | | | | 1892 | |
| " " " " | | | | 1893 | |
| " " " " | | | | 1894 | |
| " " " " | | | | 1895 | |
| " " " " | | | | 1896 | |
| " " " " | | | | 1897 | |
| " " " " | | | | 1898 | |
| " " " " | | | | 1899 | |
| " " " " | | | | 1900 | |
| " " " " | | | | 1901 | |
| " " " " | | | | 1902 | |
| " " " " | | | | 1903 | |
| " " " " | | | | 1904 | |
| " " " " | | | | 1905 | 800,000 00 |
| Total..... | | | | | * 800,000 00 |

* Included in total cost of Intercolonial Railway System, page 33.

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

STATEMENT showing amount expended on Capital Account on Railways.

| Railways. | — | — |
|---------------------------------------------------------------------------------------------------------------|---------------|----------------|
| | \$ cts. | \$ cts. |
| Intercolonial..... | 67,741,829 85 | |
| Cape Breton..... | 3,860,679 14 | |
| Oxford and New Glasgow..... | 1,949,063 21 | |
| Eastern Extension..... | 1,324,042 81 | |
| Drummond County..... | 1,464,000 00 | |
| Montreal and European Short Line .. | 333,942 72 | |
| Canada Eastern | 800,000 00 | |
| | | 77,473,557 73 |
| Carleton Branch..... | | 48,410 48 |
| Prince Edward Island..... | | 6,719,529 45 |
| Canadian Pacific..... | | 62,786,319 97 |
| Annapolis and Digby..... | | 660,683 09 |
| Yukon Territory Works (Stikine-Teslin Ry)..... | | 283,323 55 |
| National Transcontinental..... | | 784,740 68 |
| Governor Generals Car | | 17,965 93 |
| Total..... | | 148,773,520 88 |
| <i>Memo. re Recapitulation—Railways.</i> | | |
| Total cost as per statement above..... | | 148,773,520 88 |
| Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33..... | | 296,872 90 |
| Agreeing with total cost of construction, as per statement, page 47..... | | 149,070,393 78 |

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

RECAPITULATION—GOVERNMENT RAILWAYS.

| | Year. | Construction. | Working Expenses. | Revenue. |
|-----------------------------------------------------|-------|-----------------|-------------------|----------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Government expenditure prior to Confederation | 1868 | 13,881,460 65 | | |
| " " since " | 1868 | 483,353 65 | 359,961 08 | 420,752 58 |
| " " " " | 1869 | 282,615 18 | 387,548 47 | 455,022 76 |
| " " " " | 1870 | 1,729,381 49 | 445,208 75 | 471,245 09 |
| " " " " | 1871 | 2,946,930 45 | 442,993 31 | 566,713 52 |
| " " " " | 1872 | 5,620,569 67 | 595,076 22 | 622,900 56 |
| " " " " | 1873 | 5,763,268 81 | 1,011,892 60 | 703,458 26 |
| " " " " | 1874 | 3,925,123 69 | 1,847,925 24 | 893,430 17 |
| " " " " | 1875 | 5,018,437 85 | 1,581,934 24 | 886,087 42 |
| " " " " | 1876 | 4,497,434 75 | 1,497,128 22 | 966,922 42 |
| " " " " | 1877 | 3,209,502 16 | 1,890,268 80 | 1,285,110 27 |
| " " " " | 1878 | 2,643,741 73 | 2,032,873 05 | 1,514,846 38 |
| " " " " | 1879 | 2,507,053 71 | 2,233,496 34 | 1,419,955 60 |
| " " " " | 1880 | 6,109,077 14 | 1,851,469 26 | 1,739,137 25 |
| " " " " | 1881 | 5,577,236 73 | 2,220,421 39 | 2,200,486 25 |
| " " " " | 1882 | 5,175,046 61 | 2,310,638 54 | 2,237,583 39 |
| " " " " | 1883 | 11,707,619 02 | 2,636,561 70 | 2,541,205 41 |
| " " " " | 1884 | 14,013,074 89 | 2,613,508 87 | 2,551,937 97 |
| " " " " | 1885 | 11,224,244 54 | 2,749,710 53 | 2,624,243 07 |
| " " " " | 1886 | 4,443,220 17 | 2,819,973 50 | 2,628,336 35 |
| " " " " | 1887 | 1,846,857 18 | 3,152,660 40 | 2,840,747 88 |
| " " " " | 1888 | 1,765,582 11 | 3,621,076 62 | 3,166,253 22 |
| " " " " | 1889 | 2,709,857 37 | 3,513,063 67 | 3,167,542 67 |
| " " " " | 1890 | 2,392,767 99 | 3,846,044 42 | 3,203,874 11 |
| " " " " | 1891 | 1,184,317 34 | 3,949,263 73 | 3,181,888 56 |
| " " " " | 1892 | 417,425 73 | 3,748,597 77 | 3,136,393 51 |
| " " " " | 1893 | 712,917 44 | 3,288,629 62 | 3,262,505 62 |
| " " " " | 1894 | 585,749 01 | 3,226,206 13 | 3,179,019 57 |
| " " " " | 1895 | 376,814 83 | 3,197,846 17 | 3,129,450 37 |
| " " " " | 1896 | 324,774 72 | 3,254,442 64 | 3,140,678 47 |
| " " " " | 1897 | 204,624 31 | 3,195,959 58 | 3,060,074 38 |
| " " " " | 1898 | 270,990 85 | 3,507,248 88 | 3,313,847 10 |
| " " " " | 1899 | 1,112,348 47 | 3,696,612 31 | 3,940,570 11 |
| " " " " | 1900 | 3,309,130 42 | 4,665,228 06 | 4,774,161 87 |
| " " " " | 1901 | 3,922,989 37 | 5,739,051 54 | 5,213,381 24 |
| " " " " | 1902 | 5,356,611 24 | 5,861,099 54 | 5,918,990 43 |
| " " " " | 1903 | 3,083,680 86 | 6,474,134 20 | 6,584,598 77 |
| " " " " | 1904 | 2,619,059 86 | 7,599,968 57 | 6,627,255 51 |
| " " " " | 1905 | 6,125,481 79 | 8,906,154 35 | 7,050,892 11 |
| Total | | *149,110,393 78 | 115,971,870 31 | 104,620,500 22 |

*Total amount paid on construction. \$149,110,393 78

Less amount received from the City of St. John, N.B., as purchase of the Carleton Branch Railway 40,000 00

Total cost of construction. †\$149,070,393 78

†Agreeing with amount expended on capital, see page 46.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

5-6 EDWARD VII., A. 1906

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

| Year ending June 30. | CHARGEABLE TO INCOME. | | | CHARGEABLE TO REVENUE. | | | Total, Yearly Expenditure |
|-------------------------|-----------------------|------------|------------|------------------------|-----------|-----------|---------------------------------|
| | Canals. | Railways. | General. | Canals. | Railways. | General. | |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1868. | | | 6,305 66 | 12,000 00 | | 2,416 66 | 20,722 32 |
| 1869. | | | 8,367 52 | 12,000 00 | | 1,000 00 | 21,367 52 |
| 1870. | | | 7,853 03 | 18,696 89 | | 7,679 78 | 34,231 70 |
| 1871. | | | 34,773 72 | 12,018 98 | | | 46,792 70 |
| 1872. | | | 20,049 50 | 12,208 76 | | | 32,258 26 |
| 1873. | | | 36,891 74 | 12,099 44 | | 6,889 20 | 55,880 38 |
| 1874. | | | 40,098 84 | 12,959 25 | | 5,428 98 | 58,487 07 |
| 1875. | | | 35,579 24 | 12,047 43 | | 5,620 17 | 53,246 84 |
| 1876. | | | 42,920 10 | 86 08 | | 5,690 28 | 48,696 46 |
| 1877. | | | | 51 87 | 43,639 97 | | 43,691 84 |
| 1878. | 1,860 00 | | | 556 00 | | 34,388 59 | 36,804 59 |
| 1879. | | | | | | | |
| 1880. | 2,561 55 | | | 323 16 | | | 2,884 71 |
| 1881. | 2,338 41 | | | 5,535 22 | | | 7,873 63 |
| 1882. | | | | 9,826 23 | | | 9,826 23 |
| 1883. | 11,781 27 | | | 6,978 54 | | | 18,759 81 |
| 1884. | 7,486 62 | 62,266 58 | | 8,305 41 | | | 78,048 61 |
| 1885. | 16,725 47 | 11,003 38 | | 1,210 61 | | | 28,939 46 |
| 1886. | 20,323 62 | 10,383 59 | | 776 30 | | | 31,483 51 |
| 1887. | 20,873 21 | 23,545 34 | | 649 04 | | | 45,067 59 |
| 1888. | 34,533 07 | 22,898 90 | | 5,799 83 | | | 63,231 80 |
| 1889. | 10,091 87 | 16,552 64 | | 5,207 64 | | | 31,852 15 |
| 1890. | 16,426 69 | 50,909 74 | | 49,550 21 | | | 116,886 64 |
| 1891. | 16,925 31 | 16,314 41 | | 56,922 05 | | | 90,161 77 |
| 1892. | 6,540 49 | 19,062 51 | | 65,074 07 | | | 90,677 07 |
| 1893. | 8,498 41 | 4,813 73 | 28,640 93 | 63,965 54 | | | 106,418 61 |
| 1894. | 4,178 85 | 4,855 11 | 15,746 31 | 60,265 22 | | | 85,045 49 |
| 1895. | 10,695 48 | 13,221 27 | 19,304 87 | 60,769 56 | | | 103,991 18 |
| 1896. | 10,893 40 | 6,562 20 | 25,194 21 | 70,340 22 | | | 112,990 03 |
| 1897. | 2,937 47 | 5,118 99 | 26,142 90 | 62,777 12 | | 597 39 | 96,573 87 |
| 1898. | 1,719 69 | 8,327 96 | 28,042 10 | 56,284 42 | 1,400 00 | | 96,774 17 |
| 1899. | 1,318 79 | 67,005 86 | 22,085 19 | 66,850 29 | | | 157,260 13 |
| 1900. | 11,873 35 | 33,496 99 | 22,802 18 | 58,836 57 | | | 127,009 09 |
| 1901. | 12,267 99 | 28,658 78 | 33,966 68 | 61,938 61 | | | 136,852 06 |
| 1902. | 3,658 23 | 21,752 58 | 34,138 50 | 65,770 65 | | | 125,319 96 |
| 1903. | 2,491 84 | 15,570 43 | 35,398 00 | 63,175 19 | | | 116,635 46 |
| 1904. | 3,790 79 | 85,353 17 | 36,262 32 | 66,067 30 | | | 191,413 58 |
| 1905. | 1,498 14 | 97,507 00 | 38,660 52 | 64,515 07 | | | 202,180 73 |
| | 244,230 01 | 624,671 16 | 598,244 06 | 1,142,440 77 | 45,039 97 | 69,711 05 | 2,724,337 02 |

S. LEONARD SHANNON,
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

SESSIONAL PAPER No. 20

RECAPITULATION—RAILWAYS AND CANALS, TO JUNE 30, 1905.

EXPENDITURE.

| | |
|---------------------------------------------------------------|-------------------------|
| <i>Chargeable to Capital Account—</i> | |
| Railways, <i>see</i> Statement page 46..... | \$ 148,773,520 88 |
| Canals " " 28..... | 89,294,758 39 |
| | <u>\$238,068,279 27</u> |
| <i>Chargeable to Consolidated Fund—</i> | |
| * Railway Subsidies as per Statement No. 3, page 50..... | \$ 32,617,560 69 |
| <i>Income Account—</i> | |
| Intercolonial Railway, <i>see</i> page 32..... | \$ 280,000 00 |
| Add transferred from Capital " 33..... | 296,872 90 |
| Railways " 48..... | 624,671 16 |
| Canals " 28..... | 4,013,941 07 |
| " " 48..... | 244,230 01 |
| General, Railways and Canals " 48..... | 598,244 06 |
| | <u>6,057,959 20</u> |
| <i>Revenue Account—</i> | |
| Canals—Operating and maintaining Staff, <i>see</i> page 28... | \$ 9,453,518 45 |
| Canals—Repairs, <i>see</i> page 28..... | 7,488,370 66 |
| " " 48..... | 1,142,440 77 |
| Railways—Working Expenses, <i>see</i> page 47..... | 115,911,870 31 |
| " " 48..... | 45,039 97 |
| General—Railways and Canals " 48..... | 69,711 06 |
| | <u>134,170,951 21</u> |
| | <u>172,846,471 10</u> |
| Total expenditure on Railways and Canals..... | <u>\$410,914,750 37</u> |

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

RAILWAYS.

| | |
|------------------------|--------------------------|
| Capital Account..... | \$ 148,773,520 88 |
| Consolidated Fund..... | 149,836,015 03 |
| | <u>\$ 298,609,535 91</u> |

CANALS.

| | |
|------------------------|-----------------------|
| Capital Account..... | \$ 89,294,758 39 |
| Consolidated Fund..... | 22,342,500 96 |
| | <u>111,637,259 35</u> |

GENERAL, COMMON TO BOTH.

| | |
|-----------------------------------------------|--------------------------|
| Consolidated Fund..... | 667,955 11 |
| Total expenditure on Railways and Canals..... | <u>\$ 410,914,750 37</u> |

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

| | |
|---------------------------------------------------------------------------------------------------|--------------------------|
| Railways—Revenue received from July 1, 1867, to June 30, 1905 (for details <i>see</i> page 47)... | \$ 104,620,500 22 |
| Canals " " " " 28.... | 13,405,515 56 |
| Total Revenue, Railways and Canals.... | <u>\$ 118,026,015 78</u> |

* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 granted by 47 Vic., ch. 8 (1884) for the line between Ottawa and Quebec, which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, *see* Public Accounts, 1898-99, page x.

S. LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 31, 1905.

PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND
SUPERINTENDENTS OF CANALS

1904-1905

DEPARTMENT OF RAILWAYS AND CANALS.

LISTS OF ANNUAL REPORTS UNDER THIS COVER.

1. M. J. Butler, Chief Engineer Railways and Canals, General Report.
2. D. Pottinger, General Manager Government Railways, I.C.R.
 - W. B. MacKenzie, Chief Engineer, I.C.R.
 - T. C. Burpee, Engineer of Maintenance, I.C.R.
 - G. R. Joughins, Superintendent of Motive Power, I.C.R.
 - T. Williams, Chief Accountant and Treasurer, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.
 - T. C. Burpee, Engineer of Maintenance, Windsor Branch.
 - T. Williams, Chief Accountant and Treasurer, Windsor Branch.
4. D. Pottinger, General Manager Government Railways, P.E.I. Ry.
 - W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
 - G. A. Sharp, Superintendent, P.E.I. Ry.
 - W. S. Poole, Mechanical Superintendent, P.E.I. Ry.
 - W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
5. E. Marceau, Superintending Engineer, Quebec Canals.
6. L. N. Rheaume, St. Lawrence Canals.
7. W. A. Stewart Superintendent of Operation, St. Lawrence Canals.
8. A. J. Grant, Engineer in Charge, Port Colborne Improvements.
9. J. L. Weller, Superintending Engineer, Welland Canal.
10. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
11. J. C. Boyd, Superintendent, Sault Ste. Marie.
12. R. B. Rogers, Superintendent Engineer, Trent Canal.
13. A. T. Phillips, Superintending Engineer, Rideau Canal.
14. J. H. Devereaux, Lock Master, St. Peters Canal.
15. J. H. McClellan, Superintendent, Trent Canal.
16. E. J. Walsh, Trent Canal Surveys.

CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,

OFFICE OF THE CHIEF ENGINEER,

OTTAWA, November 1, 1905.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1905, covering, however, the works of construction up to October 1, 1905.

In presenting my present report as Chief Engineer of the department, I desire to say that, owing to the recent date of my accession to the position, it has been impossible for me to write with full personal knowledge of the facts. My inspection of the works has necessarily been of a somewhat hurried character, as I have been precluded, by lack of time, from the closer examination into their details that I should wish to make. My observations are, however, supplemented by the attached reports of the various superintending engineers and other officers, who have furnished the data from which my own report is, mainly, compiled.

First.—The annual report of the General Manager of Government Railways, to which are attached the report of the Chief Engineer, the Engineer of Maintenance, the Mechanical Superintendent of the Intercolonial division and the reports of the Superintendent of the Prince Edward Island division, with statements of accounts prepared by the Accountants of these roads.

Second.—The annual reports of the Superintending Engineers of the several canals, and of the Superintendents of the Sault Ste. Marie canal, the St. Peter's canal, Trent and of the St. Lawrence canals. The engineer in charge of the improvements of the upper entrance of the Welland canal and the engineer in charge of the improvements to the entrance to the Sault Ste. Marie canal.

The following shows the length of the government railways in operation on June 30, 1905:—

INTERCOLONIAL RAILWAY.

MAIN LINE AND BRANCHES.

| | Miles. |
|--------------------------------------|--------|
| Halifax to Truro.. | 61·83 |
| Dartmouth Branch.. | 12·38 |
| Truro to Moncton.. | 124·03 |
| Moncton to St. John.. | 89·36 |
| Point du Chene Branch.. | 11·38 |
| Moncton to Campbellton.. | 185·16 |
| Campbellton to Ste. Flavie.. | 105·09 |
| Indian-Town Branch.. | 13·51 |

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| | Miles. |
|-------------------------------------------------------|----------|
| Ste. Flavie to Rivière du Loup.. | 83.28 |
| Rivière Ouelle Branch.. | 6.25 |
| Rivière du Loup to Point Lévis.. | 115.47 |
| Hadlow to Chaudière Curve.. | 5.62 |
| Chaudière to Ste. Rosalie.. | 115.95 |
| St. Charles Junction to Chaudière Junction.. | 16.98 |
| Nicolet Branch.. | 14.61 |
| Dalhousie Branch.. | 7.00 |
| Pictou to Oxford Junction.. | 69.10 |
| Brown's Point to Stellarton.. | 12.23 |
| Junction near New Glasgow to Pictou Landing.. | 7.76 |
| Pugwash Junction to Pugwash.. | 4.70 |
| Truro to Mulgrave.. | 123.07 |
| Point Tupper to Sydney.. | 91.48 |
| North Sydney Branch.. | 4.38 |
| Fredericton to Loggieville.. | 125.00 |
| | <hr/> |
| | 1,405.62 |

LEASED.

| | |
|--------------------------------------------------|----------|
| Length of main line from Point Lévis to Hadlow.. | 1.50 |
| Chaudière Curve to Chaudière.. | 1.18 |
| Ste. Rosalie Junction to Montreal.. | 37.62 |
| | <hr/> |
| | 40.30 |
| | <hr/> |
| | 1,445.92 |

FREIGHT BRANCHES AND Y'S OWNED.

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Y's at Windsor Junction, Truro, Brown's Point, Oxford Junction, Painsec Junction, Moncton, Chaudière, Springhill Junction, Stellarton, Mulgrave, Nth. Sydney Junction, Newcastle, Rivière Ouelle, St. Charles Junction, St. Leonard Junction, Ste. Rosalie Junction.. . . | 3.62 |
| Switch near North Street to D.W.T., Halifax.. . . | .85 |
| Halifax Cotton Factory.. | 2.10 |
| Dartmouth Station to end of line.. | 2.29 |
| Stewiacke Wharf Branch.. | .87 |
| Sydney Station to Wharf.. | .90 |
| North Sydney Station to Wharf.. | .78 |
| Switch near Pictou Landing to Coal Wharf.. . . | .75 |
| Pictou Station to Wharf.. | .15 |
| Pictou Station to Copper Crown Smelter.. . . . | .72 |
| Logan's Tannery Siding.. | .48 |
| Pugwash Station to Wharf.. | .07 |
| Sackville Wharf Branch.. | .47 |
| Dorchester Wharf Branch.. | 1.00 |

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| | Miles. |
|-----------------------------------------------------------|----------------|
| Moncton Wharf Branch.. | 1·00 |
| Courtney Bay Branch.. | 2·39 |
| St. John Water Front Extension.. | ·44 |
| St. John Station to Deep Water Wharf.. | ·28 |
| Newcastle Wharf Branch.. | 1·75 |
| Dalhousie Station to Wharf Branch.. | ·40 |
| Campbellton Wharf Branch.. | ·43 |
| Rimouski Wharf Branch.. | 2·00 |
| Trois Pistoles Spur.. | 2·38 |
| Rivière du Loup Wharf Branch.. | 4·35 |
| St. Pacome Spur.. | 1·27 |
| Nicolet Station to Wharf.. | 2·05 |
| Carmel Branch, Main Line to Village (estimated).. | 1·05 |
| Blackville to Indiantown.. | 8·50 |
| | <hr/> 43·84 |
| | <hr/> 1,489·26 |

WINDSOR BRANCH.

| | |
|---------------------------------------|----|
| Windsor Junction to Windsor.. | 32 |
|---------------------------------------|----|

PRINCE EDWARD ISLAND RAILWAY.

| | |
|-----------------------------------------------|----------------|
| Souris to Tignish.. | 166 |
| Mount Stewart to Georgetown.. | 24 |
| Charlottetown to Royalty Junction.. | 5 |
| Emerald Junction to Cape Traverse.. | 18 |
| Alberton to Cascumpec Wharf.. | 1 |
| | <hr/> 209 |
| Total length of government railways.. | <hr/> 1,730·26 |

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The result of the year's operations of the government railways may be stated as follows:—

| Name of Railway. | Mileage in Operation | Amount. | Profit. | Loss. |
|----------------------------------|----------------------------|----------------------------------------------------------------|-----------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| Intercolonial Division..... | 1,446 { | Working expenses... 8,508,826 75 Earnings..... 6,783,522 83 | | 1,725,303 92 |
| Windsor Branch..... | 32 { | One-third earnings.. 50,038 67 Maintenance..... 26,863 16 | 23,175 51 | |
| Prince Edward Island Division... | 209 { | Working expenses... 370,464 44 Earnings..... 217,330 61 | | 153,133 83 |
| Total miles..... | 1,687 | | 23,175 51 | 1,878,437 75 |
| | | Deduct profit from loss..... | | 23,175 51 |
| | | Net loss..... | | 1,855,262 24 |

The maintenance of the roads and rolling stock has received careful attention, and both roads continue to be in efficient condition; the rolling stock is being brought up to the modern standard.

The working expenses of the Intercolonial Railway given above include the \$140,000 rental paid to the Grand Trunk Railway.

The gross earnings of the government railways for the last two years compare as follows:—

| | | |
|-----------------------------------|-----------------------|-----------------------|
| | 1903-1904 | 1904-1905 |
| Intercolonial Division..... | \$6,339,231 43 | \$6,783,522 83 |
| Windsor Branch..... | 53,634 05 | 50,038 67 |
| Prince Edward Island Division.... | 234,390 03 | 217,330 61 |
| | <u>\$6,627,255 51</u> | <u>\$7,050,892 11</u> |

Showing an increase in the gross earnings of \$423,636.60.

The gross working expenses of the government railways for the last two years compare as follows:—

| | | |
|-------------------------------------------------|-----------------------|-----------------------|
| | 1903-1904. | 1904-1905. |
| Intercolonial Division..... | \$7,239,982 04 | \$8,508,826 75 |
| Windsor Branch..... | 24,281,09 | 26,863 16 |
| Prince Edward Island Division.... | 335,695 44 | 370,464 44 |
| Total..... | <u>\$7,599,958 57</u> | <u>\$8,906,154 35</u> |
| Gross working expenses of government railways.. | | \$8,906,154 35 |
| Gross earnings of government railways.. | | <u>7,050,892 11</u> |

Excess of working expenses, which include rental,

\$140,000, over earnings.. \$1,855,262 24

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Showing an increase in working expenses for the year, compared with the previous year, of \$1,306,195.78, which is made up of the following:—

| | 1903-1904. | 1904-1905. | Difference. | |
|-----------------------------------|--------------|--------------|--------------|-----------|
| | | | Increase. | Decrease. |
| | \$ c. | \$ c. | \$ c. | \$ c. |
| Locomotive power..... | 2,732,396 72 | 3,226,195 30 | 493,798 58 | |
| Car expenses..... | 1,762,273 89 | 2,096,829 13 | 334,555 24 | |
| Maintenance of way and works..... | 1,619,780 97 | 1,885,618 31 | 265,837 64 | |
| Station expenses..... | 922,528 95 | 989,698 05 | 67,179 10 | |
| General charges..... | 533,529 51 | 551,748 04 | 18,218 53 | |
| Rental leased lines..... | 140,000 00 | 140,000 00 | Nil. | |
| | 7,712,509 74 | 8,890,088 83 | | |
| Car mileage..... | -112,551 17 | +16,065 52 | | |
| Net increase..... | 7,599,958 57 | 8,906,154 35 | 1,306,195 78 | |

INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the Winter Seasons of 1903-4 and 1904-5.

| Name of Steamer. | 1903-1904. | | | Name of Steamer. | 1904-1905. | | |
|---------------------|--------------------|------------|--------|--------------------|--------------------|------------|--------|
| | No. of Passengers. | | | | No. of Passengers. | | |
| | 1st Class. | 2nd Class. | Total. | | 1st Class. | 2nd Class. | Total. |
| Pretorian..... | 61 | 1,351 | 1,412 | Pretorian..... | 33 | 613 | 646 |
| Parisian..... | 101 | 1,399 | 1,500 | Parisian..... | 61 | 1,217 | 1,278 |
| Bavarian..... | 175 | 2,314 | 2,689 | Bavarian..... | 76 | 1,882 | 1,958 |
| Corinthian..... | 29 | 578 | 607 | Corinthian..... | 35 | 714 | 749 |
| Cambroman..... | Nil. | 52 | 52 | Virginian..... | 25 | 832 | 857 |
| Siberian..... | 11 | 556 | 567 | Siberian..... | 8 | 522 | 530 |
| Mongolian..... | Nil. | 502 | 502 | Mongolian..... | 8 | 241 | 249 |
| Corean..... | 5 | 165 | 170 | Dania..... | 7 | 454 | 461 |
| Assyrian..... | Nil. | 837 | 837 | Albano..... | Nil. | 452 | 452 |
| Numidian..... | 26 | 808 | 829 | Numidian..... | 4 | 114 | 118 |
| Arcadian..... | Nil. | 1,945 | 1,945 | Victorian..... | 34 | 881 | 915 |
| Canada..... | 81 | 1,314 | 1,395 | Canada..... | 36 | 1,337 | 1,373 |
| Carthaginian..... | 22 | 393 | 415 | Carthaginian..... | 8 | 539 | 547 |
| Tunisian..... | 248 | 2,868 | 3,116 | Tunisian..... | 54 | 1,390 | 1,444 |
| Sardinian..... | Nil. | 260 | 260 | Sardinian..... | 5 | 272 | 277 |
| Laurentian..... | 24 | 823 | 847 | Laurentian..... | 8 | 689 | 697 |
| Pomeranian..... | 1 | 372 | 373 | Pomeranian..... | Nil. | 229 | 229 |
| Lake Champlain..... | 169 | 825 | 994 | | | | |
| Ionian..... | 115 | 1,661 | 1,776 | Ionian..... | 75 | 1,496 | 1,571 |
| Dominion..... | 27 | 731 | 758 | Dominion..... | 23 | 431 | 454 |
| Sicilian..... | 20 | 802 | 822 | Sicilian..... | 25 | 977 | 1,002 |
| Pallanza..... | Nil. | 138 | 138 | Pallanza..... | Nil. | 1,012 | 1,012 |
| Barcelona..... | Nil. | 1,508 | 1,508 | Vancouver..... | 7 | 360 | 367 |
| Kensington..... | Nil. | 913 | 913 | Kensington..... | 11 | 394 | 405 |
| Buenos Ayrean..... | Nil. | 39 | 39 | Buenos Ayrean..... | 4 | 457 | 461 |
| Sarmatian..... | Nil. | 277 | 277 | Sarmatian..... | 2 | 157 | 159 |
| Southwark..... | Nil. | 512 | 512 | | | | |
| Malon..... | Nil. | 191 | 191 | | | | |
| Total..... | 1,115 | 24,329 | 25,444 | Total..... | 549 | 17,662 | 18,211 |

* NOTE.—Of the above 17,237 travelled by the Canadian Pacific Railway, and 2,125 travelled by the Intercolonial Railway.

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The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended June 30, 1905, at the cost of revenue to maintain the work:—

| | Engines. | Passenger Car Stock. | | | | | Conductor's van. | Box car. | Platform cars. | Refrigerator cars. | Coal cars of three several kinds. | Snow ploughs. | Wing ploughs. | Flangers. | Rotary snow ploughs. | Auxiliary. |
|------------|----------|---------------------------------|------------|---------------------|------------|----------------------|------------------|----------|----------------|--------------------|-----------------------------------|---------------|---------------|-----------|----------------------|------------|
| | | 1st class sleeping and parlour. | 1st class. | 2nd class sleepers. | 2nd class. | Baggage and express. | | | | | | | | | | |
| Total..... | | | 4 | | | | | 5 | 35 | | | 4 | | 1 | | 1 |

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876, when the road was first opened as a through line to the west.

| Year. | Average Miles in Operation. | Working Expenses. | Gross Earnings. | Profit. | Loss. | Tons of Freight carried. | No. of Passengers carried. |
|-----------------|-----------------------------|-------------------|-----------------|------------|--------------|--------------------------|----------------------------|
| | | \$ c. | \$ c. | \$ c. | \$ c. | | |
| 1876-77..... | 714 | 1,661,673 55 | 1,154,445 33 | | 507,228 22 | 421,327 | 513,420 |
| 1877-78..... | 714 | 1,810,273 56 | 1,378,946 78 | | 432,326 78 | 522,710 | 518,967 |
| 1878-79..... | 714 | 2,010,183 23 | 1,294,009 69 | | 716,063 53 | 510,961 | 640,101 |
| 1879-80..... | 829 | 1,603,429 71 | 1,506,298 48 | | 97,131 23 | 561,924 | 581,483 |
| 1880-81..... | 840 | 1,759,851 27 | 1,760,393 92 | 542 65 | | 725,777 | 681,245 |
| 1881-82..... | 840 | 2,069,657 48 | 2,079,262 66 | 9,605 18 | | 838,966 | 779,994 |
| 1882-83..... | 840 | 2,360,373 27 | 2,370,910 10 | 10,547 83 | | 970,961 | 878,600 |
| 1883-84..... | 887 | 2,377,433 62 | 2,384,414 92 | 6,981 30 | | 1,009,237 | 944,636 |
| 1884-85..... | 941 | 2,519,751 56 | 2,441,203 66 | | 78,547 90 | 989,996 | 857,228 |
| 1885-86..... | 946 | 2,583,999 67 | 2,450,093 88 | | 133,905 79 | 1,023,788 | 982,880 |
| 1886-87..... | 977 | 2,922,369 62 | 2,660,116 93 | | 262,252 79 | 1,143,020 | 942,784 |
| 1887-88..... | 971 | 3,366,781 74 | 2,983,336 05 | | 383,445 69 | 1,288,823 | 1,040,163 |
| 1888-89..... | 971 | 3,244,647 73 | 2,967,801 00 | | 276,847 73 | 1,218,877 | 1,136,272 |
| 1889-90..... | 971 | 3,560,675 74 | 3,012,739 87 | | 547,935 87 | 1,368,819 | 1,219,233 |
| 1890-91..... | 1,094 | 3,662,341 94 | 2,977,395 38 | | 684,946 56 | 1,304,534 | 1,298,304 |
| 1891-92..... | 1,142 | 3,439,377 00 | 2,945,441 97 | | 493,935 03 | 1,264,575 | 1,297,732 |
| 1892-93..... | 1,142 | 3,045,317 50 | 3,065,499 09 | 20,181 59 | | 1,388,090 | 1,292,878 |
| 1893-94..... | 1,142 | 2,981,671 96 | 2,987,510 27 | 5,838 29 | | 1,342,710 | 1,301,062 |
| 1894-95..... | 1,142 | 2,936,002 74 | 2,340,717 95 | 3,815,21 | | 1,276,816 | 1,352,667 |
| 1895-96..... | 1,142 | 3,012,827 62 | 2,957,040 10 | | 55,187 52 | 1,379,618 | 1,471,866 |
| 1896-97..... | 1,145 | 2,925,968 67 | 2,866,028 02 | | 59,940 65 | 1,296,028 | 1,501,690 |
| 1897-98..... | 1,261 | 3,327,648 51 | 3,117,669 85 | | 209,978 66 | 1,424,576 | 1,523,444 |
| *1898-99..... | 1,301 | 3,675,686 21 | 3,738,331 44 | 62,645 43 | | 1,750,761 | 1,603,066 |
| *1899-1900..... | 1,301 | 4,431,404 69 | 4,552,071 71 | 120,667 02 | | 2,151,208 | 1,791,754 |
| *1900-01..... | 1,301 | 5,460,422 64 | 4,972,235 87 | | 488,186 77 | 2,111,310 | 2,025,295 |
| *1901-02..... | 1,301 | 5,574,663 30 | 5,671,395 91 | 96,822 61 | | 2,385,816 | 2,186,226 |
| *1902-03..... | 1,315 | 6,196,653 19 | 6,324,323 72 | 127,670 53 | | 2,790,737 | 2,404,230 |
| *1903-04..... | 1,321 | 7,239,982 04 | 6,339,231 43 | | 900,750 61 | 2,664,149 | 2,663,156 |
| *1904-05..... | 1,446 | 8,508,826 75 | 6,783,522 83 | | 1,725,303 92 | 2,782,257 | 2,810,980 |

* The working expenses include the rental paid for leased line.

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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to June 30, 1905.

| Year. | Miles in operation. | Passenger traffic. | Freight traffic. | Mails and sundries. | Total. |
|---------|---------------------------|-----------------------|---------------------|---------------------------|--------------|
| | | \$ c. | \$ c. | \$ c. | \$ c. |
| 1876-77 | 714 | 460,368 15 | 607,564 99 | 86,512 21 | 1,154,443 33 |
| 1877-78 | 714 | 475,266 82 | 801,709 82 | 101,985 07 | 1,378,966 73 |
| 1878-79 | 714 | 461,893 29 | 753,490 85 | 88,715 55 | 1,294,099 69 |
| 1879-80 | 829 | 490,338 66 | 915,486 50 | 100,473 32 | 1,506,298 48 |
| 1880-81 | 840 | 545,114 48 | 1,113,872 21 | 101,407 23 | 1,760,393 92 |
| 1881-82 | 840 | 651,296 94 | 1,303,495 00 | 124,470 72 | 2,079,262 66 |
| 1882-83 | 840 | 741,992 72 | 1,487,601 98 | 141,326 40 | 2,370,910 10 |
| 1883-84 | 887 | 775,783 77 | 1,461,390 37 | 147,240 78 | 2,384,414 92 |
| 1884-85 | 941 | 747,585 13 | 1,542,052 18 | 151,566 35 | 2,441,203 66 |
| 1885-86 | 946 | 765,900 03 | 1,523,487 72 | 160,706 13 | 2,450,093 88 |
| 1886-87 | 977 | 828,328 28 | 1,677,971 59 | 153,817 06 | 2,660,116 93 |
| 1887-88 | 971 | 884,448 07 | 1,932,877 85 | 166,010 13 | 2,983,336 05 |
| 1888-89 | 971 | 906,246 47 | 1,909,094 44 | 152,460 09 | 2,967,801 00 |
| 1889-90 | 971 | 895,094 53 | 1,964,646 86 | 152,998 48 | 3,012,739 87 |
| 1890-91 | 1,094 | 962,316 88 | 1,854,029 88 | 160,448 62 | 2,977,396 38 |
| 1891-92 | 1,142 | 961,427 94 | 1,803,529 03 | 180,485 00 | 2,945,441 97 |
| 1892-93 | 1,142 | 1,002,912 74 | 1,868,823 84 | 194,468 80 | 3,065,499 09 |
| 1893-94 | 1,142 | 968,915 13 | 1,834,126 34 | 193,762 51 | 2,997,502 27 |
| 1894-95 | 1,142 | 963,914 44 | 1,782,608 54 | 194,194 97 | 2,940,717 95 |
| 1895-96 | 1,142 | 971,426 26 | 1,788,813 18 | 197,400 66 | 2,957,640 10 |
| 1896-97 | 1,145 | 979,005 57 | 1,687,050 42 | 199,972 03 | 2,866,028 02 |
| 1897-98 | 1,201 | 1,063,864 64 | 1,857,740 06 | 206,065 15 | 3,117,669 85 |
| 1898-99 | 1,315 | 1,167,453 16 | 2,348,096 58 | 222,781 70 | 3,738,331 44 |
| 1899-00 | 1,315 | 1,404,469 97 | 2,912,790 52 | 234,811 32 | 4,552,071 71 |
| 1900-01 | 1,315 | 1,607,166 79 | 3,121,006 15 | 244,062 93 | 4,972,236 87 |
| 1901-02 | 1,315 | 1,770,941 13 | 3,644,513 42 | 255,931 36 | 5,671,385 91 |
| 1902-03 | 1,315 | 1,927,916 97 | 4,128,255 00 | 268,151 75 | 6,324,323 72 |
| 1903-04 | 1,321 | 2,021,568 40 | 4,041,122 48 | 276,540 55 | 6,339,231 43 |
| 1904-05 | 1,446 | 2,105,066 75 | 4,373,178 75 | 305,277 53 | 6,783,522 83 |

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INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from
June 30, 1876, to June 30, 1905.

| Year. | Miles in operation. | Local freight. | Through freight. | Total. |
|-------------|---------------------------|---------------------------------------------------------------------------------------------------------|---------------------|-----------|
| 1876-7..... | 714 | The information for these years was destroyed when the general offices in Moncton were burned. | | 421,327 |
| 1877-8..... | 714 | | | 522,710 |
| 1878-9..... | 714 | | | 510,861 |
| 1879-0..... | 829 | | | 561,924 |
| 1880-1..... | 840 | | | 725,777 |
| 1881-2..... | 840 | 571,684 | 267,272 | 838,956 |
| 1882-3..... | 840 | 537,025 | 443,936 | 970,961 |
| 1883-4..... | 887 | 584,581 | 424,656 | 1,009,237 |
| 1884-5..... | 941 | 506,574 | 483,362 | 989,936 |
| 1885-6..... | 946 | 580,076 | 443,712 | 1,023,788 |
| 1886-7..... | 977 | 633,455 | 509,565 | 1,143,020 |
| 1887-8..... | 971 | 727,599 | 561,224 | 1,288,823 |
| 1888-9..... | 971 | 624,436 | 564,441 | 1,218,877 |
| 1889-0..... | 971 | 756,696 | 612,123 | 1,368,819 |
| 1890-1..... | 1,094 | 797,492 | 507,042 | 1,304,534 |
| 1891-2..... | 1,142 | 750,783 | 613,792 | 1,364,575 |
| 1892-3..... | 1,142 | 1,030,628 | 357,452 | 1,388,080 |
| 1893-4..... | 1,142 | 966,114 | 376,596 | 1,342,710 |
| 1894-5..... | 1,142 | 901,374 | 366,442 | 1,267,816 |
| 1895-6..... | 1,142 | 1,011,229 | 368,389 | 1,379,618 |
| 1896-7..... | 1,145 | 927,167 | 368,859 | 1,296,028 |
| 1897-8..... | 1,201 | 1,053,569 | 381,007 | 1,434,576 |
| 1898-9..... | 1,315 | 1,351,569 | 399,192 | 1,750,761 |
| 1899-0..... | 1,315 | 1,713,928 | 437,280 | 2,151,208 |
| 1900-1..... | 1,315 | 1,633,671 | 477,639 | 2,111,310 |
| 1901-2..... | 1,315 | 1,914,551 | 471,265 | 2,385,816 |
| 1902-3..... | 1,315 | 2,239,993 | 550,744 | 2,790,737 |
| 1903-4..... | 1,321 | 2,123,261 | 540,888 | 2,664,149 |
| 1904-5..... | 1,446 | 2,119,628 | 662,729 | 2,782,357 |

5-6 EDWARD VII., A. 1906

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to June 30, 1905.

| Year. | Miles in Operation. | Number of Local Passengers. | Number of Through Passengers. | Total. |
|----------------|---------------------------|---------------------------------------------------------------------------------------------------------|-------------------------------------|-----------|
| 1876-7..... | 714 | The information for these years was destroyed when the general offices in Moncton were burned. | | 613,420 |
| 1877-8..... | 714 | | | 618,967 |
| 1878-9..... | 714 | | | 640,101 |
| 1879-80..... | 829 | | | 581,483 |
| 1880-1..... | 840 | | | 631,245 |
| 1881-2..... | 840 | 647,534 | 132,460 | 779,994 |
| 1882-3..... | 840 | 728,186 | 150,414 | 878,600 |
| 1883-4..... | 887 | 784,715 | 159,921 | 944,636 |
| 1884-5..... | 941 | 812,028 | 145,200 | 957,228 |
| 1885-6..... | 946 | 784,817 | 148,063 | 932,880 |
| 1886-7..... | 977 | 814,032 | 128,752 | 942,784 |
| 1887-8..... | 971 | 948,324 | 91,839 | 1,040,163 |
| 1888-9..... | 971 | 1,060,592 | 86,680 | 1,136,272 |
| 1889-90..... | 971 | 1,112,695 | 91,531 | 1,219,233 |
| 1890-1..... | 1,094 | 1,203,814 | 94,490 | 1,298,304 |
| 1891-2..... | 1,142 | 1,198,649 | 99,063 | 1,297,732 |
| 1892-3..... | 1,142 | 1,188,827 | 104,051 | 1,292,878 |
| 1893-4..... | 1,142 | 1,216,027 | 85,035 | 1,301,062 |
| 1894-5..... | 1,142 | 1,272,284 | 80,383 | 1,352,667 |
| 1895-6..... | 1,142 | 1,886,803 | 85,063 | 1,471,866 |
| 1896-7..... | 1,145 | 1,416,631 | 85,069 | 1,501,690 |
| 1897-8..... | 1,201 | 1,438,590 | 89,854 | 1,528,444 |
| 1898-9..... | 1,315 | 1,504,652 | 98,443 | 1,603,095 |
| 1899-1900..... | 1,315 | 1,678,858 | 112,896 | 1,791,754 |
| 1900-1..... | 1,315 | 1,905,599 | 119,696 | 2,025,295 |
| 1901-2..... | 1,315 | 2,061,196 | 125,080 | 2,186,226 |
| 1902-3..... | 1,315 | 2,255,013 | 149,217 | 2,404,230 |
| 1903-4..... | 1,321 | 2,447,343 | 215,313 | 2,663,156 |
| 1904-5..... | 1,446 | 2,589,928 | 221,032 | 2,810,960 |

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The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since the road was opened as a through line:—

| Year. | For the West. | | | To Local Stations. | Total. |
|-----------------|-------------------|---------------|---------------|--------------------|---------|
| | Via Ste. Rosalie. | Via Montreal. | Via St. John. | | |
| 1876-77 | | | | 103,420 | 103,420 |
| 1877-78 | | | | 97,043 | 97,043 |
| 1878-79 | | 300 | | 112,232 | 112,532 |
| 1879-80 | | 1,097 | | 185,369 | 186,466 |
| 1880-81 | | 5,102 | 4,022 | 174,483 | 184,607 |
| 1881-82 | | 18,015 | 11,779 | 218,364 | 248,158 |
| 1882-83 | | 12,837 | 22,206 | 227,390 | 262,423 |
| 1883-84 | | 22,014 | 19,534 | 252,014 | 293,562 |
| 1884-85 | | 133,440 | 1,773 | 213,791 | 349,004 |
| 1885-86 | | 171,170 | 21,150 | 215,272 | 407,592 |
| 1886-87 | | 192,871 | 27,536 | 233,178 | 453,585 |
| 1887-88 | | 183,704 | 36,228 | 309,727 | 529,659 |
| 1888-89 | | 160,026 | 27,923 | 338,588 | 526,487 |
| 1889-90 | | 164,453 | 25,126 | 366,967 | 556,546 |
| 1890-91 | | 113,996 | 39,213 | 344,829 | 498,038 |
| 1891-92 | | 35,447 | 5,918 | 392,441 | 433,806 |
| 1892-93 | | 136,868 | 3,775 | 402,653 | 543,296 |
| 1893-94 | | 102,273 | 8,028 | 367,390 | 478,691 |
| 1894-95 | | 67,062 | 7,865 | 310,253 | 385,200 |
| 1895-96 | | 53,124 | 9,681 | 369,708 | 432,513 |
| 1896-97 | | 38,395 | 12,306 | 331,469 | 382,172 |
| 1897-98 | | 9,064 | 9,796 | 351,069 | 369,949 |
| 1898-99 | | 4,644 | 5,399 | 484,163 | 494,206 |
| 1899-1900 | | 3,495 | Nil. | 599,714 | 603,289 |
| 1900-01 | 136 | Nil. | Nil. | 506,454 | 506,590 |
| 1901-02 | 1,131 | 5,763 | 3,040 | 546,966 | 557,520 |
| 1902-03 | 2,200 | 7,817 | 6,775 | 725,727 | 742,519 |
| 1903-04 | 2,260 | 637 | 513 | 691,346 | 694,761 |
| 1904-05 | 800 | 265 | 5,022 | 596,290 | 602,377 |

It thus appears that the largest tonnage of coal carried over the road for the west was in the year 1886-7, when it reached 220,407 tons, since which the through coal traffic for points west of the Intercolonial Railway has greatly declined.

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TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

| Year. | Bushels. | | Total. | Year. | Bushels. | | Total. |
|---------|----------------|--------------|---------|-----------|----------------|---------------|-----------|
| | Via Chaudière. | Via St John. | | | Via Chaudière. | Via St. John. | |
| 1876-77 | | | | 1891-92 | 845,997 | 519,500 | 1,265,497 |
| 1877-78 | | | | 1892-93 | 156,306 | 197,669 | 352,975 |
| 1878-79 | | | | 1893-94 | Nil | 8,026 | 8,026 |
| 1879-80 | | | | 1894-95 | Nil | Nil | Nil |
| 1880-81 | | | | 1895-96 | Nil | Nil | Nil |
| 1881-82 | | | | 1896-97 | Nil | Nil | Nil |
| 1882-83 | 31,011 | | 31,011 | 1897-98 | 8,000 | Nil | 8,000 |
| 1883-84 | 73,389 | | 73,389 | 1898-99 | 30,000 | Nil | 30,000 |
| 1884-85 | 300,901 | | 300,901 | 1899-1900 | 13,239 | Nil | 13,239 |
| 1885-86 | 389,122 | | 389,122 | 1900-01 | 147 | Nil | 147 |
| 1886-87 | 575,890 | | 575,890 | 1901-02 | Nil | Nil | Nil |
| 1887-88 | 69,021 | | 69,021 | 1902-03 | Nil | Nil | Nil |
| 1888-89 | 129,725 | | 129,725 | 1903-04 | 147,438 | Nil | 147,438 |
| 1889-90 | 502,012 | | 502,012 | 1904-05 | Nil | Nil | Nil |
| 1890-91 | 148,803 | 59,534 | 218,337 | | | | |

TABLE showing the number of barrels of flour and meal carried during each year since the road was first opened as a through line to the west.

| Year. | Barrels. | Year. | Barrels. |
|---------|-----------|-----------|-----------|
| 1876-77 | 254,710 | 1891-92 | 954,015 |
| 1877-78 | 557,778 | 1892-93 | 856,913 |
| 1878-79 | 630,329 | 1893-94 | 944,967 |
| 1879-80 | 535,248 | 1894-95 | 938,351 |
| 1880-81 | 672,310 | 1895-96 | 822,097 |
| 1881-82 | 692,095 | 1896-97 | 847,701 |
| 1882-83 | 983,916 | 1897-98 | 957,408 |
| 1883-84 | 817,134 | 1898-99 | 1,157,250 |
| 1884-85 | 935,977 | 1899-1900 | 1,234,076 |
| 1885-86 | 761,127 | 1900-01 | 1,292,106 |
| 1886-87 | 763,894 | 1901-02 | 1,311,707 |
| 1887-88 | 871,838 | 1902-03 | 1,521,540 |
| 1888-89 | 948,514 | 1903-04 | 1,607,050 |
| 1889-90 | 1,116,050 | 1904-05 | 1,769,480 |
| 1890-91 | 1,013,129 | | |

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TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

| Year. | Bushels. | Year. | Bushels. |
|--------------|-----------|----------------|-----------|
| 1876-77..... | 292,852 | 1891-92..... | 3,776,677 |
| 1877-78..... | 331,170 | 1892-93..... | 1,514,619 |
| 1878-79..... | 302,921 | 1893-94..... | 1,304,684 |
| 1879-80..... | 534,021 | 1894-95..... | 1,036,384 |
| 1880-81..... | 565,678 | 1895-96..... | 1,064,385 |
| 1881-82..... | 560,253 | 1896-97..... | 1,093,499 |
| 1882-83..... | 1,195,601 | 1897-98..... | 1,551,372 |
| 1883-84..... | 654,673 | 1898-99..... | 2,595,353 |
| 1884-85..... | 784,902 | 1899-1900..... | 2,720,453 |
| 1885-86..... | 849,800 | 1900-1901..... | 3,535,364 |
| 1886-87..... | 1,018,395 | 1901-02..... | 2,959,761 |
| 1887-88..... | 1,219,035 | 1902-03..... | 3,392,252 |
| 1888-89..... | 1,256,158 | 1903-04..... | 2,788,772 |
| 1889-90..... | 2,610,202 | 1904-05..... | 3,317,910 |
| 1890-91..... | 2,890,921 | | |

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

| Year. | Feet. | Year. | Feet. |
|--------------|-------------|----------------|-------------|
| 1876-77..... | 50,096,474 | 1891-92..... | 175,474,340 |
| 1877-78..... | 56,626,547 | 1892-93..... | 181,211,013 |
| 1878-79..... | 55,626,696 | 1893-94..... | 200,507,949 |
| 1879-80..... | 55,462,654 | 1894-95..... | 202,247,269 |
| 1880-81..... | 72,841,388 | 1895-96..... | 226,332,715 |
| 1881-82..... | 78,356,418 | 1896-97..... | 243,355,725 |
| 1882-83..... | 104,633,417 | 1897-98..... | 354,093,816 |
| 1883-84..... | 131,120,948 | 1898-99..... | 306,554,031 |
| 1884-85..... | 138,493,675 | 1899-1900..... | 379,350,074 |
| 1885-86..... | 117,186,512 | 1900-1901..... | 396,858,964 |
| 1886-87..... | 161,801,763 | 1901-02..... | 428,051,029 |
| 1887-88..... | 197,755,272 | 1902-03..... | 459,231,589 |
| 1888-89..... | 199,507,777 | 1903-04..... | 465,379,303 |
| 1889-90..... | 210,886,071 | 1904-05..... | 518,434,310 |
| 1890-91..... | 184,188,324 | | |

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TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

| Year. | Number. | Year. | Number. |
|--------------|---------|----------------|---------|
| 1876-77..... | 34,414 | 1891-92..... | 87,889 |
| 1877-78..... | 46,498 | 1892-93..... | 93,369 |
| 1878-79..... | 47,584 | 1893-94..... | 79,203 |
| 1879-80..... | 70,990 | 1894-95..... | 72,106 |
| 1880-81..... | 61,574 | 1895-96..... | 64,051 |
| 1881-82..... | 73,479 | 1896-97..... | 72,082 |
| 1882-83..... | 68,338 | 1897-98..... | 89,301 |
| 1883-84..... | 60,090 | 1898-99..... | 109,821 |
| 1884-85..... | 70,785 | 1899-1900..... | 92,813 |
| 1885-86..... | 74,498 | 1900-01..... | 95,923 |
| 1886-87..... | 82,896 | 1901-02..... | 98,495 |
| 1887-88..... | 98,302 | 1902-03..... | 127,060 |
| 1888-89..... | 85,960 | 1903-04..... | 113,006 |
| 1889-90..... | 80,771 | 1904-05..... | 110,670 |
| 1890-91..... | 95,529 | | |

TABLE showing the number of tons of ocean-borne goods to and from Europe, via the port of Halifax, carried over the road during each year since it was first opened for traffic as a through line.

| Year. | Via Ste. Rosalie and from the West. | Via Mont- real to and from the West. | Via St. John to and from the West. | To and from local Stations. | Total. |
|----------------|----------------------------------------------|-----------------------------------------------|---------------------------------------------|-----------------------------------|---------|
| 1876-77..... | | | | | |
| 1877-78..... | | 14,949 | | 3,405 | 18,354 |
| 1878-79..... | | 21,628 | | 2,643 | 24,271 |
| 1879-80..... | | 21,073 | | 4,952 | 26,025 |
| 1880-81..... | | 15,454 | | 3,334 | 18,788 |
| 1881-82..... | | 21,607 | | 4,168 | 25,775 |
| 1882-83..... | | 24,875 | | 7,911 | 32,786 |
| 1883-84..... | | 19,696 | | 6,533 | 26,229 |
| 1884-85..... | | 22,787 | | 8,405 | 31,192 |
| 1885-86..... | | 13,464 | | 8,216 | 21,680 |
| 1886-87..... | | 16,923 | | 9,811 | 26,734 |
| 1887-88..... | | 41,864 | | 8,878 | 50,742 |
| 1888-89..... | | 17,340 | | 11,481 | 28,821 |
| 1889-90..... | | 9,895 | | 11,730 | 21,625 |
| 1890-91..... | | 9,923 | | 10,764 | 20,687 |
| 1891-92..... | | 9,719 | 17 | 23,835 | 33,571 |
| 1892-93..... | | 7,295 | 100 | 12,319 | 19,714 |
| 1893-94..... | | 3,023 | 204 | 13,455 | 16,682 |
| 1894-95..... | | 6,749 | 213 | 10,399 | 17,361 |
| 1895-96..... | | 3,767 | 314 | 16,748 | 20,829 |
| 1896-97..... | | 2,654 | 263 | 17,239 | 20,156 |
| 1897-98..... | | 5,950 | 1,637 | 18,633 | 26,220 |
| 1898-99..... | | 2,465 | 243 | 31,555 | 34,263 |
| 1899-1900..... | | 2,379 | 307 | 37,108 | 39,794 |
| 1900-01..... | 322 | 6,860 | 1,142 | 155,514 | 163,838 |
| 1901-02..... | 1,106 | 7,780 | 1,528 | 172,733 | 183,147 |
| 1902-03..... | 817 | 11,925 | 1,194 | 124,695 | 138,631 |
| 1903-04..... | 2,079 | 21,377 | 2,994 | 146,070 | 174,520 |
| 1904-05..... | 284 | 15,325 | 3,687 | 85,853 | 105,149 |

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TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

| Year. | Raw Sugar. | | | | | Refined Sugar. | | | | |
|---------------|-------------------|---------------------------|---------------------------|-------------------|--------|-------------------------------|---------------------------|---------------------------|-------------------|--------|
| | Via Ste. Rosalie. | To Montreal for the West. | To St. John for the West. | To Local Stations | Total. | To Ste. Rosalie for the West. | To Montreal for the West. | To St. John for the West. | To Local Stations | Total. |
| | | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1876-77.... | | 340 | | | 340 | | | | | |
| 1877-78.... | | 186 | | | 186 | | | | | |
| 1878-79.... | | 1,041 | | | 1,041 | | | | | |
| 1879-80.... | | 12,220 | | | 12,220 | | | | | |
| 1880-81.... | | 13,872 | | | 13,872 | | 4,022 | | 2,902 | 6,924 |
| 1881-82.... | | 14,256 | | 1,290 | 15,546 | | 7,146 | | 3,607 | 10,753 |
| 1882-83.... | | 9,465 | | 508 | 9,973 | | 11,126 | | 5,497 | 16,623 |
| 1883-84.... | | 13,778 | | 3,068 | 16,846 | | 14,543 | | 7,265 | 21,808 |
| 1884-85.... | | 10,381 | | 3,661 | 14,042 | | 18,024 | | 8,445 | 26,469 |
| 1885-86.... | | 4,394 | | 3,998 | 8,392 | | 7,674 | | 5,858 | 13,518 |
| 1886-87.... | | 20,450 | | 8,500 | 28,950 | | 15,044 | | 8,395 | 23,439 |
| 1887-88.... | | 14,320 | | 14,085 | 28,405 | | 21,641 | | 7,133 | 28,774 |
| 1888-89.... | | 24,358 | | 7,160 | 31,518 | | 12,955 | | 11,120 | 24,075 |
| 1889-90.... | | 7,390 | | 8,913 | 16,303 | | 6,778 | | 6,125 | 12,903 |
| 1890-91.... | | 5,088 | 4,670 | 8,215 | 17,973 | | 10,130 | 468 | 5,996 | 16,594 |
| 1891-92.... | | 7,142 | 3,960 | 10,535 | 21,637 | | 12,633 | 7,647 | 12,414 | 32,721 |
| 1892-93.... | | Nil. | Nil. | 10,137 | 10,137 | | 8,327 | 6,456 | 7,840 | 22,623 |
| 1893-94.... | | Nil. | Nil. | 6,775 | 6,775 | | 17,729 | 6,967 | 8,885 | 33,581 |
| 1894-95.... | | Nil. | Nil. | 10,342 | 10,342 | | 13,351 | 15,819 | 4,695 | 33,865 |
| 1895-96.... | | Nil. | Nil. | 9,824 | 9,824 | | 15,138 | 13,734 | 11,309 | 40,181 |
| 1896-97.... | | Nil. | Nil. | 4,925 | 4,925 | | 5,694 | 8,069 | 6,957 | 20,720 |
| 1897-98.... | | Nil. | Nil. | Nil. | Nil. | | 6,624 | 8,821 | 10,989 | 26,534 |
| 1898-99.... | | Nil. | Nil. | Nil. | Nil. | | 8,138 | 2,193 | 15,833 | 26,164 |
| 1899-1900.... | | 96 | Nil. | Nil. | 96 | | 9,795 | 257 | 19,655 | 29,907 |
| 1900-01.... | | 489 | Nil. | Nil. | 489 | 403 | 14,791 | 12 | 10,615 | 25,821 |
| 1901-02.... | | 90 | Nil. | 11,553 | 11,643 | 3,101 | 6,831 | 861 | 18,839 | 29,632 |
| 1902-03.... | | 194 | Nil. | 17,137 | 17,331 | 3,183 | 5,763 | 1,636 | 20,529 | 31,111 |
| 1903-04.... | 357 | 875 | Nil. | 7,495 | 8,727 | 6,013 | 8,628 | 879 | 29,400 | 44,920 |
| 1904-05.... | 602 | 509 | 78 | 1,495 | 15,684 | 1,446 | 7,107 | 224 | 22,937 | 31,764 |

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TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

| Year. | Fresh Fish. | | | | | Salt Fish. | | | | |
|----------------|----------------------------------------|-----------------------------------------|------------------------------------|-------------------------------|--------|----------------------------------------|-----------------------------------------|------------------------------------|-------------------------------|--------|
| | To Ste. Rosalie for the West. | To Mont- real for the West. | To St. John for the West. | To Local Sta- tions. | Total. | To Ste. Rosalie for the West. | To Mont- real for the West. | To St. John for the West. | To Local Sta- tions. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 1876-77..... | | 530 | 921 | 527 | 1,978 | | 551 | 1,848 | 802 | 3,201 |
| 1877-78..... | | 596 | 1,015 | 474 | 2,085 | | 898 | 1,644 | 805 | 3,347 |
| 1878-79..... | | 471 | 1,336 | 817 | 2,624 | | 988 | 1,038 | 1,048 | 2,974 |
| 1879-80..... | | 519 | 1,362 | 453 | 2,334 | | 1,612 | 2,238 | 959 | 4,809 |
| 1880-81..... | | 498 | 1,879 | 920 | 3,297 | | 2,418 | 937 | 1,051 | 4,406 |
| 1881-82..... | | 475 | 1,619 | 957 | 3,051 | | 4,031 | 1,066 | 2,487 | 7,584 |
| 1882-83..... | | 542 | 394 | 393 | 1,319 | | 3,229 | 759 | 1,354 | 5,412 |
| 1883-84..... | | 838 | 1,682 | 412 | 2,932 | | 1,322 | 1,143 | 1,224 | 3,689 |
| 1884-85..... | | 1,062 | 1,885 | 484 | 3,431 | | 3,563 | 3,600 | 1,596 | 8,759 |
| 1885-86..... | | 1,669 | 1,645 | 902 | 4,216 | | 1,689 | 2,047 | 3,376 | 7,103 |
| 1886-87..... | | 1,278 | 1,572 | 2,008 | 4,858 | | 3,236 | 569 | 1,747 | 5,552 |
| 1887-88..... | | 1,533 | 1,477 | 1,031 | 4,041 | | 2,617 | 476 | 1,099 | 4,193 |
| 1888-89..... | | 2,474 | 2,000 | 1,870 | 6,344 | | 3,070 | 7,746 | 2,994 | 13,810 |
| 1889-90..... | | 2,235 | 1,787 | 2,111 | 6,223 | | 2,449 | 847 | 3,288 | 6,584 |
| 1890-91..... | | 2,029 | 2,788 | 1,848 | 6,665 | | 1,953 | 1,917 | 3,236 | 7,106 |
| 1891-92..... | | 1,367 | 1,746 | 547 | 3,660 | | 1,946 | 928 | 1,889 | 4,763 |
| 1892-93..... | | 1,683 | 1,875 | 3,340 | 6,898 | | 3,262 | 1,811 | 2,176 | 7,249 |
| 1893-94..... | | 1,959 | 2,192 | 2,224 | 6,375 | | 2,921 | 1,814 | 2,962 | 7,697 |
| 1894-95..... | | 2,006 | 3,726 | 1,160 | 6,892 | | 2,075 | 1,849 | 5,285 | 10,209 |
| 1895-96..... | | 1,966 | 3,059 | 1,319 | 6,344 | | 1,863 | 1,087 | 2,791 | 5,741 |
| 1896-97..... | | 3,307 | 3,115 | 1,286 | 7,708 | | 2,168 | 1,176 | 2,536 | 5,880 |
| 1897-98..... | | 3,575 | 3,703 | 1,052 | 8,330 | | 1,729 | 1,066 | 2,210 | 5,005 |
| 1898-99..... | | 1,210 | 2,070 | 3,305 | 6,583 | | 1,651 | 1,198 | 3,625 | 5,474 |
| 1899-1900..... | | 2,547 | 2,706 | 3,686 | 8,939 | | 2,421 | 1,563 | 2,659 | 6,643 |
| 1900-01..... | 37 | 2,009 | 3,207 | 4,125 | 9,393 | 360 | 3,419 | 1,346 | 4,643 | 9,768 |
| 1901-02..... | 219 | 3,013 | 4,373 | 5,477 | 13,082 | 283 | 3,150 | 1,413 | 5,196 | 10,042 |
| 1902-03..... | 140 | 2,269 | 3,040 | 4,842 | 10,289 | 493 | 2,808 | 1,615 | 6,579 | 11,495 |
| 1903-04..... | 539 | 1,939 | 3,588 | 5,002 | 11,068 | 225 | 2,359 | 564 | 5,848 | 8,996 |
| 1904-05..... | 779 | 1,902 | 3,674 | 5,516 | 11,871 | 433 | 2,673 | 272 | 6,759 | 10,137 |

During the year 118·2 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and 93·91 miles of 56, 58, 67, 80 and 110 lb. rails were relaid, 730,451 ties and 250 sets of switches renewed.

Total cost of road and equipment up to June 30, 1905:—

Road, including \$1,464,000 paid on account purchas-
ing Drummond County Railway. \$61,880,811 12
Rolling stock. 15,592,746 61

Total. \$77,473,557 73

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year.

The net results in the operation of this road are not as favourable as those of the year previous. Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.

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WINDSOR BRANCH.

This road continues to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving two-thirds of the gross earnings for working the traffic, and the government one-third of the gross earnings for maintaining the way and works.

| Year. | Miles in oper- ation. | One-third gross earnings. | Proportion of one-third gross earnings credited to line Windsor Junction to Halifax. | Proportion of one-third gross earnings credited to the Windsor Branch. | Maintenance expenses. | Profit. | Loss. |
|-----------|-----------------------------|---------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------|-----------|--------|
| | | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. | \$ c. |
| 1880-81.. | 32 | 28,434 29 | 7,217 76 | 21,216 53 | 20,502 26 | 714 27 | |
| 1881-82.. | 32 | 28,461 07 | 7,407 88 | 21,052 19 | 13,099 55 | 7,953 64 | |
| 1882-83.. | 32 | 31,159 77 | 8,085 88 | 24,113 89 | 23,103 93 | 1,009 96 | |
| 1883-84.. | 32 | 30,428 39 | 7,409 46 | 23,018 93 | 22,140 86 | 878 07 | |
| 1884-85.. | 32 | 32,246 30 | 7,794 95 | 24,451 35 | 18,751 96 | 5,699 39 | |
| 1885-86.. | 32 | 31,185 63 | 7,527 52 | 23,658 11 | 19,229 49 | 4,428 62 | |
| 1886-87.. | 32 | 33,564 58 | 8,237 00 | 25,327 58 | 26,042 33 | | 714 75 |
| 1887-88.. | 32 | 32,242 85 | 6,689 30 | 24,553 55 | 24,040 33 | 513 22 | |
| 1888-89.. | 32 | 37,313 43 | 8,941 32 | 28,372 11 | 20,856 50 | 7,515 61 | |
| 1889-90.. | 32 | 39,544 19 | 9,381 73 | 30,162 46 | 18,982 82 | 11,179 64 | |
| 1890-91.. | 32 | 39,519 56 | 9,284 43 | 33,508 35 | 28,931 71 | 1,303 42 | |
| 1891-92.. | 32 | 42,891 23 | 9,382 38 | 30,236 13 | 19,514 37 | 13,994 48 | |
| 1892-93.. | 32 | 43,901 28 | 9,585 17 | 34,316 11 | 16,889 95 | 17,426 16 | |
| 1893-94.. | 32 | 41,834 70 | 8,859 23 | 32,975 47 | 17,645 09 | 15,330 38 | |
| 1894-95.. | 32 | 50,703 84 | 11,626 20 | 39,077 64 | 14,640 07 | 24,437 57 | |
| 1895-96.. | 32 | 47,456 74 | 10,894 91 | 36,561 83 | 16,476 46 | 20,985 37 | |
| 1896-97.. | 32 | 54,208 81 | 13,605 58 | 40,603 23 | 10,821 04 | 29,782 19 | |
| 1897-98.. | 32 | 48,892 21 | 11,665 57 | 37,226 64 | 18,181 09 | 14,045 01 | |
| 1898-99.. | 32 | 56,314 51 | 13,840 48 | 42,474 04 | 12,873 06 | 29,600 94 | |
| 1899-1900 | 32 | 62,266 61 | 14,925 18 | 47,351 43 | 12,891 56 | 34,459 87 | |
| 1900-01.. | 32 | 62,523 20 | 15,261 31 | 47,261 89 | 16,862 66 | 30,399 23 | |
| 1901-02.. | 32 | 65,315 38 | 15,710 79 | 49,604 59 | 16,376 27 | 33,228 32 | |
| 1902-03.. | 32 | 56,417 38 | 13,856 57 | 42,560 81 | 17,843 19 | 24,717 62 | |
| 1903-04.. | 32 | 72,708 54 | 19,074 49 | 53,634 05 | 24,281 09 | 29,352 96 | |
| 1904-05.. | 32 | 66,798 46 | 16,759 79 | 50,038 67 | 26,863 16 | 23,175 51 | |

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PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to June 30, 1905:—

| | |
|------------------------|-----------------------|
| Road, &c. | \$6,135,539 68 |
| Rolling stock. | 583,924 12 |
| Total. | <u>\$6,719,529 45</u> |

The rolling stock provided on capital account consisted of:—

| Engines. | Passenger Car Stock. | | | Official cars. | Box, Cattle and Refrigerator cars. | Platform cars and Coal cars. | Conductors' vans. | Pay car. | Snow ploughs. | Flangers. |
|----------|----------------------|-----------------|------------------------------|----------------|------------------------------------|------------------------------|-------------------|----------|---------------|-----------|
| | 1st class cars. | 2nd class cars. | Baggage, smoking and postal. | | | | | | | |
| 27 | 23 | 18 | 5 3 4 12 | 1 | 223 21 3 247 | 147 21 168 | 4 | 1 | 9 | 9 |

The capital expenditure during the year amounted to \$591,412.65, of which was expended on the construction of the Murray Harbour branch railway and on the Hillsboro' bridge \$284,284.98.

The following works are being carried on, on capital account:—

1. Bridge over the Hillsboro' river at Charlottetown, of which Mr. M. J. Haney is the contractor for the substructure, which work is well advanced. Total expenditure up to June 30, 1904. \$1,154,084 75
Expenditure from June 30, 1904, to June 30, 1905. 133,153 85

Total expenditure up to June 30, 1905. \$1,287,238 60

2. Murray Harbour branch, of which Mr. Willard Kitchen is the contractor. Total expenditure up to June 30, 1904. 983,671 70
Expended from June 30, 1904, to June 30, 1905. 151,131 13

Total expenditure up to June 30, 1905. \$1,135,802 83

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The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

| Year. | Miles. in operation. | Working expenses. | | Gross earnings. | | Loss. | | Tons of freight carried. | No. of passengers carried. |
|-----------|----------------------------|----------------------|----|--------------------|----|---------|----|--------------------------------|----------------------------------|
| | | \$ | c. | \$ | c. | \$ | c. | | |
| 1875-76 | 199 | 214,930 | 43 | 118,060 | 96 | 96,869 | 47 | 28,358 | 93,964 |
| 1876-77 | 199 | 228,595 | 25 | 130,664 | 92 | 97,930 | 33 | 41,039 | 93,478 |
| 1877-78 | 199 | 221,599 | 49 | 135,899 | 60 | 85,699 | 89 | 38,668 | 111,428 |
| 1878-79 | 199 | 223,313 | 12 | 125,855 | 99 | 97,457 | 21 | 38,923 | 105,046 |
| 1879-80 | 199 | 164,640 | 55 | 113,851 | 11 | 50,789 | 44 | 37,208 | 90,533 |
| 1880-81 | 199 | 203,122 | 88 | 131,131 | 43 | 71,991 | 45 | 45,336 | 102,937 |
| 1881-82 | 199 | 228,259 | 97 | 137,267 | 54 | 90,922 | 43 | 48,315 | 118,436 |
| 1882-83 | 199 | 252,908 | 41 | 146,170 | 42 | 106,637 | 99 | 51,920 | 117,162 |
| 1883-84 | 199 | 236,428 | 13 | 144,504 | 12 | 91,924 | 01 | 51,841 | 118,988 |
| 1884-85 | 211 | 211,207 | 01 | 158,588 | 06 | 52,618 | 95 | 57,346 | 130,423 |
| 1885-86 | 211 | 216,744 | 34 | 155,584 | 36 | 61,159 | 98 | 57,913 | 120,374 |
| 1886-87 | 211 | 204,237 | 37 | 155,303 | 37 | 48,934 | 00 | 63,589 | 103,067 |
| 1887-88 | 211 | 229,639 | 96 | 158,365 | 62 | 71,276 | 33 | 59,603 | 131,246 |
| 1888-89 | 211 | 247,559 | 44 | 171,369 | 56 | 76,189 | 89 | 55,682 | 152,780 |
| 1889-90 | 211 | 266,485 | 85 | 160,971 | 78 | 105,514 | 07 | 51,604 | 133,099 |
| 1890-91 | 211 | 257,990 | 08 | 174,258 | 05 | 83,732 | 03 | 59,511 | 145,508 |
| 1891-92 | 211 | 289,706 | 38 | 157,442 | 69 | 132,263 | 69 | 51,065 | 139,389 |
| 1892-93 | 211 | 226,422 | 17 | 162,690 | 42 | 63,731 | 75 | 56,718 | 132,111 |
| 1893-94 | 211 | 226,891 | 06 | 158,533 | 83 | 68,257 | 23 | 53,577 | 123,727 |
| 1894-95 | 211 | 232,105 | 19 | 149,654 | 71 | 83,250 | 41 | 48,325 | 125,089 |
| 1895-96 | 211 | 225,138 | 56 | 146,476 | 54 | 78,662 | 02 | 46,395 | 122,586 |
| 1896-97 | 211 | 240,489 | 90 | 153,443 | 13 | 87,046 | 77 | 52,151 | 121,498 |
| 1897-98 | 211 | 231,418 | 74 | 158,950 | 61 | 72,468 | 13 | 57,539 | 126,510 |
| 1898-99 | 211 | 218,053 | 01 | 165,021 | 03 | 53,040 | 98 | 57,968 | 129,667 |
| 1899-1900 | 211 | 220,931 | 81 | 174,738 | 73 | 46,193 | 08 | 62,227 | 147,471 |
| 1900-01 | 211 | 261,766 | 24 | 193,833 | 48 | 67,883 | 76 | 73,696 | 157,793 |
| 1901-02 | 210 | 270,159 | 97 | 197,999 | 97 | 72,160 | 00 | 75,341 | 184,748 |
| 1902-03 | 209 | 259,637 | 82 | 217,714 | 24 | 41,923 | 58 | 80,582 | 205,265 |
| 1903-04 | 209 | 335,695 | 44 | 234,390 | 03 | 101,305 | 41 | 86,286 | 224,517 |
| 1904-05 | 209 | 370,464 | 44 | 217,330 | 61 | 153,133 | 83 | 73,969 | 235,194 |

Miles.

Steel rails (50 and 56 lb. to yard) 205

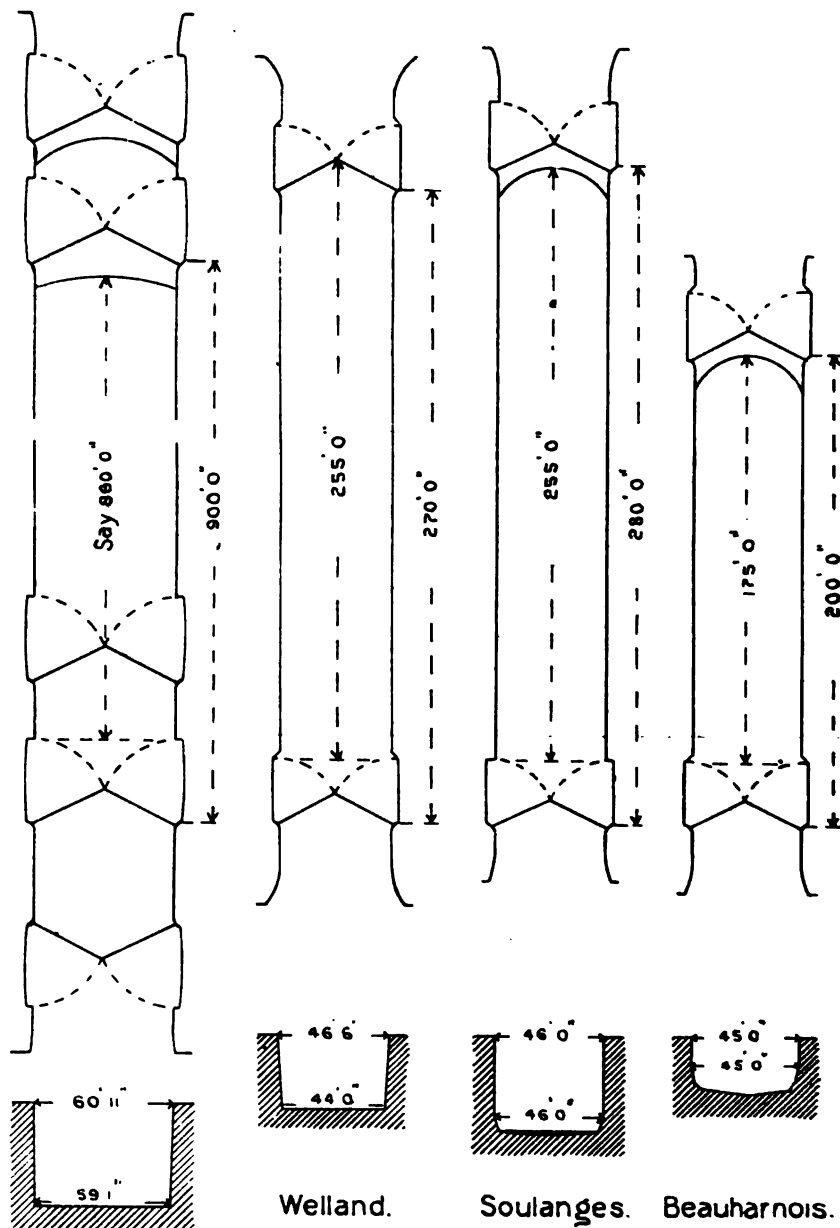
Iron rails (40 lb. to yard) 4

Total length of road 209

The road and rolling stock are in good running condition.

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Plans and Sections showing the
on each of the Canadian Canal
Canal which is uncompleted.

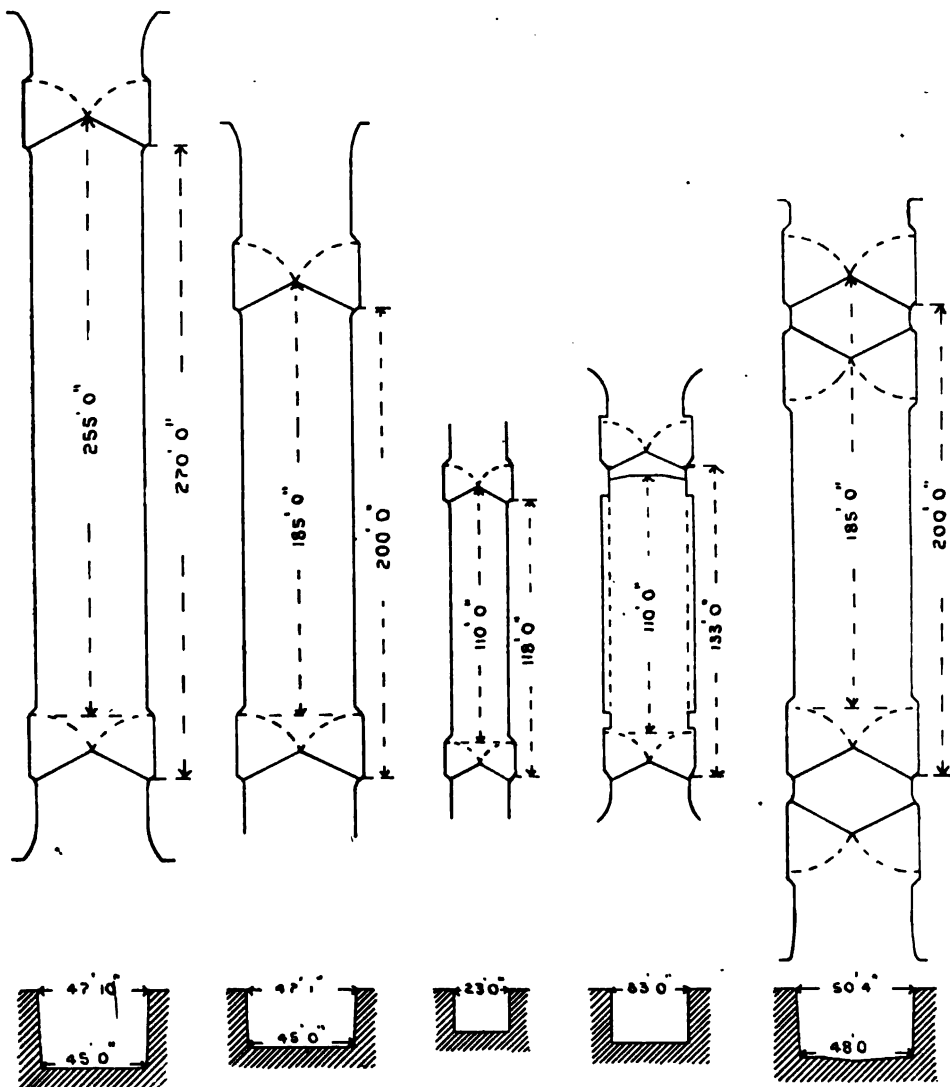


Sault Ste. Marie.

There are no locks on the through
Montreal of less dimension than

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dimensions of the smallest lock
Systems Except the Trent



Lachine.

St Anne,
St Ours,
Carillon,
& Grenville.

Chambly.

Rideau.

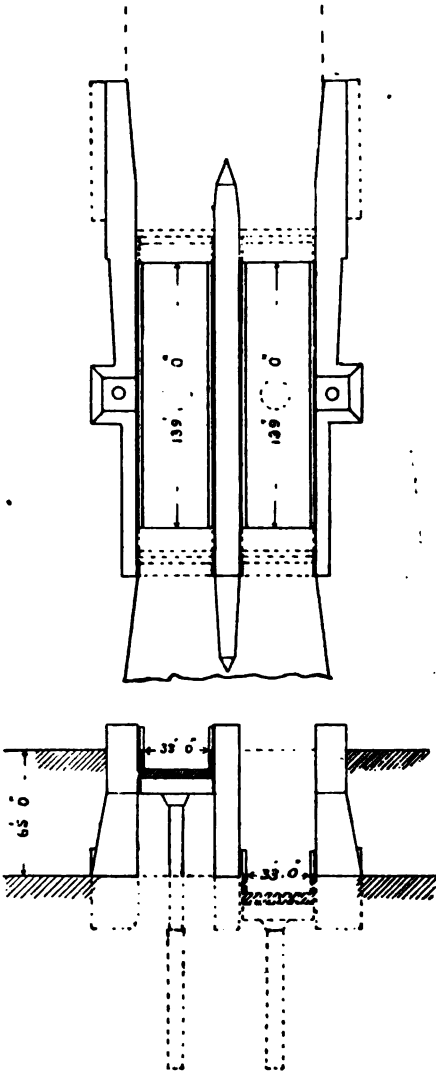
St Peter's

route between Lake Superior and
those of the Welland Canal locks.

TRENT CANAL

HYDRAULIC LIFT-LOCK AT PETERBOROUGH.

— 65.Feet Lift —



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CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks of the Beauharnois, Carillon and Grenville, St. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

CONSTRUCTION.

SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles. The works of construction of this canal are completed.

| | |
|----------------------------------------------------|----------------|
| Total expenditure up to June 30, 1904.. . . . | \$6,851,971 77 |
| Expended during the year ended June 30, 1905.. . . | 34,202 71 |
| <hr/> | |
| Total expended up to June 30, 1905.. . . . | \$6,886,174 48 |
| Expended from June 30, 1905, to October 1, 1905. | nil |
| <hr/> | |
| Total expended up to October 1, 1905.. . . . | \$6,886,174 48 |

There yet remains some further payments to be made.

SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is $1\frac{1}{2}$ miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. A contract has been recently entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

It having been found necessary to lengthen the entrance piers at each end of the canal, a contract has been entered into with Mr. Birmingham to extend south lower entrance pier 800 feet. The work is well advanced. For the extension of 800 feet to the south upper entrance pier, a contract has been entered into with O'Boyle Bros. When these works are brought to a finish the construction of the canal may be considered complete, unless, with a view to appearance of neatness and beauty, it is considered desirable to level up the grounds, lay them out in parterres, and plant them with trees and shrubs.

| | |
|-----------------------------------------------------|----------------|
| Total expenditure up to June 30, 1904.. . . . | \$4,313,494 30 |
| Expended from June 30, 1904, to June 30, 1905.... | 110,181 69 |
| <hr/> | |
| Total expended up to June 30, 1905.. . . . | \$4,423,675 99 |
| Expenditure from June 30, 1905, to October 1, 1905. | 47,004 95 |
| <hr/> | |
| Total expenditure up to October 1, 1905.. . . . | \$4,470,680 94 |

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TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario to the Georgian bay on Lake Huron, at the mouth of the Severn river, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

Sections 1 and 2, on the Peterborough-Lakefield division, 9.61 miles, which were constructed by Messrs. Brown, Love & Aylmer and Messrs. Corry & Laverdure respectively, were opened for traffic on July 9, 1904, on which date the hydraulic lift lock at Peterborough was formally put in operation. The lift lock has a lift of 65 feet. It was fully described in the report of last year, 1904.

The only work of construction at present being carried on is in connection with the completion of section No. 3, and the extra work on section 2, Simcoe Balsam lake division, ordered, namely, the construction of a road and bridge along the fourth concession of Eldon and the construction of the steel work of the hydraulic lift lock at Kirkfield.

The contract for the steel for this hydraulic lift lock was awarded to the Dominion Bridge Company of Montreal, on February 15, 1905, and the work under this contract is proceeding. The ram and press sections have been cast and the structural work is well under way.

The contractors have part of the erection plant on the ground and set up.

Balsam-Simcoe Lake Division.

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is completed with the exception of the extra work in connection with the raising of a road along the fourth concession of the township of Eldon. The concrete of the high level bridge is completed and the work of raising the road is well advanced and will be completed this season.

Section No. 3.—The contract for this section was awarded to Messrs. Brown & Aylmer on September 6, 1900. The work consists of constructing five concrete locks, three dams, three swing bridges, the necessary excavation, dredging, protection lining, culverts, &c., and is well advanced. All the concrete work with the exception of the closures in Nos. 1, 2 and 3 dams and a few other small items is completed. There is yet considerable excavation, both dry and dredging, to be done, also a considerable length of protection lining to lay, but the end of this season or the middle of next season all the work should be completed.

To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remains to be placed under contract the section from Lake Simcoe to Georgian bay and the work between Heeley's falls and Lake Ontario waters.

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The following is a statement of the expenditure made on the construction of this canal from its commencement up to October 1, 1905:—

| | |
|---------------------------------------------------------------------------------------------------|----------------|
| Expended prior to June 30, 1867.. . . . | \$ 309,371 31 |
| Expended subsequent to June 30, 1867, and June 30, 1894 (date of works contracted for).. . . . | 782,584 88 |
| Expended from June 30, 1894, to June 30, 1904.. . . | 3,512,435 81 |
| <hr/> | |
| Total expenditure up to June 30, 1904.. . . . | \$4,624,392 00 |
| Expended from June 30, 1904, to June 30, 1905.. . . | 333,261 75 |
| <hr/> | |
| Total expenditure up to June 30, 1905.. . . . | \$4,957,653 75 |
| Expended from July 1, to October 1, 1905.. . . . | 98,389 59 |
| <hr/> | |
| Total expenditure to October 1, 1905.. . . . | \$5,056,043 34 |
| <hr/> | |

ENLARGEMENT.

LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of $8\frac{1}{4}$ miles. There are 5 lift locks, 270 x 45 feet, with 14 feet of water on the mitre sills, giving a total rise of 45 feet. There was a large amount of work performed in the way of repairs and renewals during the year. The rebuilding of the wall on the south side of basin No. 2 was completed under contract by Messrs. Quinlan & Robertson, and the old timber walls, mitre sills and masonry abutments for the lock gates of the dry dock were entirely rebuilt by the same contractors. There were new plans prepared during the year, providing for the rebuilding of part of the slope walls in concrete. Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered. The work of dredging the basins, &c., was continued during the year. The total quantity of material excavated was about 22,000 cubic yards. Work on the installation of the electric machinery for the operation of lock gates, &c., was continued during the year. The substructure for a bridge, 205 feet in length and 32 feet in width between the trusses, at Atwater avenue, was completed on June 30, under contract with Messrs. Rogers & Taylor, but the contract for the superstructure had not been awarded at that date.

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| | | |
|------------------------------------------------------------------------------------|--|-----------------|
| The total expenditure for original construction from 1843 to 1848.. | | \$2,587,532 85 |
| Expenditure in 1869.. | | 2,000 00 |
| Total expenditure up to June 30, 1869.. | | \$2,589,532 85 |
| Total expenditure for enlargement up to June 30, 1904.. | | \$8,773,118 33 |
| Expended in year ended June 30, 1905 | | 112,460 47 |
| Total expenditure to June 30, 1905.. | | \$8,885,578 80 |
| Expended from June 30, 1905, to Oc- tober 1, 1905.. | | 8,387 29 |
| Total expenditure for enlargement to October 1, 1905.. | | \$8,893,965 76 |
| Total expenditure for construction and enlargement to October 1, 1905.. | | \$11,483,498 61 |

CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. The works of construction performed during the past year consisted in widening and enlarging the regulating weir at old lock No. 17, and in forming a twelve (12) foot channel between the east end of the revetment wall and the upper entrance of old lock No. 17.

FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward. The work of enlargement on this canal is completed.

| | | |
|-----------------------------------------------------------------------------------------------|--|--------------|
| The total expenditure for construction and enlarge- ment up to June 30, 1904, is.. | | \$868,981 58 |
| Expended during year ended June 30, 1905.. | | 8,108 99 |
| Total expenditure up to June 30, 1905.. | | \$877,090 57 |
| Expended from June 30, 1905, to October 1, 1905.... | | Nil |
| Total expenditure up to October 1, 1905.. | | \$877,090 57 |

RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward for a distance of 3½ miles. The work of enlargement was completed on January 14, 1905.

| | | |
|-----------------------------------------------------------|--|----------------|
| Total expenditure up to June 30, 1904.. | | \$2,149,377 11 |
| Expended during the year ended June 30, 1905.. | | 8,109 98 |
| Total expenditure up to June 30, 1905.. | | \$2,157,487 09 |
| Expended from June 30, 1905, to October 1, 1905.. | | Nil |
| Total expenditure up to October 1, 1905.. | | \$2,157,487 09 |

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GALOPS CANAL.

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed, and the engineers are preparing the final estimates, the details of which, in order to meet the requirements of the Auditor General's office, are very voluminous.

The work on the upper entrance section, for which Messrs. Murray & Cleveland are the contractors, is drawing to a close, and will it is confidently expected be completed during the current year.

| | |
|---------------------------------------------------|----------------|
| Total expenditure on enlargement up to June 30, | |
| 1904. | \$5,527,586 46 |
| Expended from June 30, 1904, to June 30, 1905.. | 292,337 29 |
| | <hr/> |
| Total expenditure up to June 30, 1905. | \$5,819,923 75 |
| Expended from June 30, 1905, to October 1, 1905.. | 51,461 25 |
| | <hr/> |
| Total expenditure up to October 1, 1905. | \$5,871,385 00 |

WELLAND CANAL.

The trunk line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of 26½ miles.

IMPROVEMENTS AT PORT COLBORNE.

Messrs. Hogan & McDonnell are the contractors for this work. The condition of the works may be described as follows:—

North of the lighthouse on the end of the west pier, the work of improving the entrance channel and canal basin is well advanced towards completion. About 90 per cent of the rock along the west pier is drilled and blasted and 50 per cent of it dredged. In the canal basin the excavation is finished except cleaning up the bottom, and the docking along the sides is completed except about 400 lineal feet of concrete superstructure on top of the cribs. South of the lighthouse on the end of the west pier, the deepening of the approach from the lake to the canal to 22 feet, which necessitates the removal of about 220,000 cubic yards of material, is progressing satisfactorily. The material removed is chiefly rock, of which 70 per cent has been dredged, 60 per cent of the balance is drilled and blasted. The crib-work and concrete superstructure forming the two elevator docks are completed with the exception of an opening 65 feet long temporarily left open in dock No. 1 to admit scow loads of filling entering. There are yet about 30,000 cubic yards of filling to deposit in dock No. 1. On completion of the elevator foundation in dock No. 2, about 44,000 cubic yards of filling will be required to finish the dock

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| | |
|-------------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1904.. . . . | \$718,451 60 |
| Expended from June 30, 1904, to June 30, 1905.. . . | 239,488 12 |
| <hr/> | |
| Total expenditure up to June 30, 1905.. . . . | \$957,939 72 |
| Expended from June 30, 1905, to October 1, 1905.. . . | 26,581 58 |
| <hr/> | |
| Total expended up to October 1, 1905.. . . . | <u>\$984,521 30</u> |

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed each year, to tear down two or three of the old bridges and build new structures spanning the entire channel, until all the bridges have been rebuilt.

During the year four of these bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

At Allanburg the new bridge takes the place of the two bridges formerly in use, one across the new canal and one across the old canal.

The old bridge at Marlatt's Crossing has been replaced by a long span bridge. The substructures of both these bridges were built under contract by Mr. Joseph Battle, and the superstructures by the Dominion Bridge Company of Montreal.

The old Grand Trunk Railway bridge across the canal, between locks 24 and 25, has been replaced by an imposing structure of long span, built by the Canadian Bridge Company of Walkerville, the superstructure having been built during the winter by Mr. Joseph Battle.

Messrs. Rowan & Elliott, under contract built the substructure of the Niagara street bridge during the winter, and the superstructure was built and erected by the Hamilton Bridge Company.

Other improvements of various kinds have been carried out.

| | |
|-------------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1904.. . . . | \$302,496 83 |
| Expended from June 30, 1904, to June 30, 1905.. . . . | 285,000 00 |
| <hr/> | |
| Total expenditure up to June 30, 1905.. . . . | \$587,496 83 |
| Expended from June 30, 1905, to October 1, 1905.. . . | 40,915 80 |
| <hr/> | |
| Total expenditure up to October 1, 1905.. . . . | <u>\$628,412 63</u> |

DEEPENING PORTIONS OF LONG LEVEL.

This work is being executed by Messrs. Magann & Phinn, contractors. They have completed the work between Allanburg and Welland, and are now working between Welland and Humberstone, and have almost completed their contract.

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| | |
|---------------------------------------------------------|---------------------|
| Total expenditure up to June 30, 1904.. . . . | \$185,288 76 |
| Expended from June 30, 1904, to June 30, 1905.. . . . | 202,000 00 |
| <hr/> | |
| Total expenditure up to June 30, 1905.. . . . | 387,288 76 |
| Expended from June 30, 1905, to October 1, 1905.. . . . | 37,081 05 |
| <hr/> | |
| Total expenditure up to October 1, 1905.. . . . | <u>\$424,369 81</u> |

DEEPENING ROCK CUT AT RAMEY'S BEND.

This submarine rock work has been completed by the contractors, Messrs Weddell, Battle & Manley.

| | Construction. | Enlargement. |
|---------------------------------------------------|----------------|------------------------|
| Total expenditure up to June 30, 1904. | \$7,693,824 03 | \$17,496,084 28 |
| Expended from June 30, 1904, to June 30, 1905.. | | 890,457 82 |
| | | <hr/> |
| Total expenditure up to June 30, 1905.. . . . | | \$18,386,542 10 |
| Expended from June 30, 1905, to October 1, 1905.. | | 147,920 50 |
| | | <hr/> |
| Total expenditure up to October 1, 1905.. . . . | | <u>\$18,534,462 60</u> |

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

GALOPS RAPIDS CHANNEL.

This work is being executed by the contractors, the Gilbert Blasting and Dredging Company.

| | |
|-------------------------------------------------------|-----------------------|
| Total expenditure up to June 30, 1904.. . . . | \$ 909,891 85 |
| Expended from June 30, 1904, to June 30, 1905.. . . . | 49,734 70 |
| <hr/> | |
| Total expenditure up to June 30, 1905.. . . . | \$ 959,626 55 |
| Expended from June 30, 1905, to October 1, 1905.. | 51,461 25 |
| <hr/> | |
| Total expenditure up to October 1, 1905.. . . . | <u>\$1,011,087 80</u> |

NORTH CHANNEL.

This channel is about 2½ miles in length, 300 feet wide, with 16 feet of water at low water.

It commences about one mile west of the upper entrance to the Galops canal, and runs in a direct line to deep water off Chimney Point.

The work also comprises the building of a dam from Adam's island to Galops (Ogden) island. These works are being executed by the contractor, Mr. M. A. Cleveland, and it is expected that they will nearly all be completed by June 30, 1906.

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| | |
|-----------------------------------------------------|----------------|
| Total expenditure up to June 30, 1904.. . . . | \$1,363,535 85 |
| Expended from June 30, 1904, to June 30, 1905.. . . | 93,025 89 |
| <hr/> | |
| Total expenditure up to June 30, 1905.. . . . | \$1,456,561 74 |
| Expended from June 30, 1905, to October 1, 1905.. | 20,326 25 |
| <hr/> | |
| Total expenditure up to October 1, 1905.. . . . | \$1,476,887 99 |
| <hr/> | |

ST. LAWRENCE RIVER AND CANALS.

REDUCING SHOALS WEST OF CORNWALL CANAL.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal was accomplished during the season.

A contract was entered into with the W. J. Poupore Company, Limited, in October, 1904, for the removal of five shoals above lock 21, viz:—

Wagner's Island shoal.
 Dawson's Point.
 Archibald's Point.
 Markell's Point.
 Maxwell's shoal.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, which, instead of flowing in the direction of the Long Sault as heretofore, has taken a direct course towards the entrance of the canal, a deviation which greatly advantages the navigation of the channel.

| | |
|-------------------------------------------------------|--------------|
| Total expenditure on river reaches to June 30, 1904.. | \$458,086 69 |
| Expenditure June 30, 1904, to June 30, 1905.. . . . | 25,743 51 |
| <hr/> | |
| Total expenditure to June 30, 1905.. . . . | \$483,830 20 |
| Expended from June 30, 1905, to October 1, 1905.. | 1,219 54 |
| <hr/> | |
| Total expenditure to October 1, 1905.. . . . | \$485,049 74 |
| <hr/> | |

SUMMARY.

To summarize, I may state the cost of construction and enlargements of the canals and improvements to the river and lakes up to June 30, 1905, to be as follows, viz:—

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Route from Montreal to Port Arthur.

| | Original Construction of Canals. | Enlargement of Canals. | Improvement to St. Lawrence River and Lakes. | Total. |
|-----------------------------|----------------------------------------|------------------------------|----------------------------------------------------------|---------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Lachine Canal..... | 2,589,532 85 | 8,685,578 80 | | 11,475,111 65 |
| Lake St. Louis..... | | | 298,176 11 | 298,176 11 |
| Soulanges Canal..... | 6,886,174 43 | | | 6,886,174 48 |
| Lake St. Francis..... | | | 75,906 71 | 75,906 71 |
| Cornwall Canal..... | 1,945,624 73 | 5,235,562 85 | | 7,181,187 58 |
| Williamsburg Canals..... | 1,320,655 54 | 10,676 26 | | |
| Farran's Point Canal..... | | 877,090 57 | | |
| Rapide Plat Canal..... | | 2,157,487 09 | | 10,185,853 21 |
| Galops Canal..... | | 5,819,923 75 | | |
| Galops Rapids..... | | | 959,626 55 | 959,626 55 |
| River Reaches..... | | | 711,238 93 | 711,238 93 |
| North Channel..... | | | 1,456,561 74 | 1,456,561 74 |
| Murray Canal..... | 1,248,820 26 | | | 1,248,820 26 |
| Welland Canal..... | 7,693,824 08 | 18,386,542 10 | | 26,080,366 13 |
| Sault Ste. Marie Canal..... | 4,423,675 99 | | | 4,423,675 99 |
| Total..... | 26,108,307 89 | 41,372,881 42 | 3,501,510 04 | 70,982,699 34 |

If to the above total there is added the cost of the Beauharnois canal—\$1,636,690.26, now not required for navigation—the total expenditure is \$72,619,889.60.

Route from Lachine to Ottawa.

| | Original Construction. | Enlargement. | Total. |
|------------------------------------|---------------------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| St. Anne's Lock..... | 134,456 51 | 1,035,759 12 | 1,170,215 63 |
| Carillon and Grenville Canals..... | 63,053 64 | 4,119,039 32 | 4,182,092 96 |
| Total..... | 197,510 15 | 5,154,798 44 | 5,352,308 59 |

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1862.

Route from Ottawa to Kingston.

| | Original Construction. | Enlargement. | Total. |
|-------------------|---------------------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Rideau Canal..... | 4,065,839 21 | | 4,065,839 21 |
| Tay Canal..... | 489,599 23 | | 489,599 23 |
| Total..... | 4,575,438 44 | | 8,575,488 44 |

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Route from St. John, P.Q., to Sorel.

| | Original Construction. | Enlargement. | Total. |
|--------------------|---------------------------|--------------|------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Chambly Canal..... | 637,056 76 | ..... | 637,056 76 |
| St. Ours Lock..... | 121,537 65 | ..... | 121,537 65 |
| Total | 758,594 41 | ..... | 758,594 41 |

Route from Lake Ontario to Georgian Bay.

| | Original Construction. | Enlargement. | Total. |
|------------------|---------------------------|--------------|--------------|
| | \$ cts. | \$ cts. | \$ cts. |
| Trent Canal..... | 4,957,653 75 | ..... | 4,957,653 75 |
| Total | 4,957,653 75 | ..... | 4,957,653 75 |

Route from Atlantic Ocean to Bras D'Or Lakes.

| | Original Construction. | Enlargement. | Total. |
|------------------------------------|---------------------------|--------------|------------|
| | \$ cts. | \$ cts. | \$ cts. |
| St. Peter's Canal—Cape Breton..... | 248,762 84 | 399,784 30 | 648,547 14 |
| Total | 248,762 84 | 399,784 30 | 648,547 14 |

The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes, but has to be maintained as a power canal.

The construction of these two canals cost:—

| | |
|-----------------------------|----------------|
| Culbute canal.. | \$ 382,776 46 |
| Beauharnois canal.. | 1,636,690 26 |
| Total.. | \$2,019,466 72 |

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1904.

Maintenance.

A very large amount of work was performed towards maintaining the canal in good order during the year.

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The cost of repairs made during the year ended June 30, 1905, is as follows:—

Ordinary repairs under head of staff and repairs... .. \$65,202 42

Special repairs under head of income—

| | |
|--------------------------------------------|--------------|
| Rebuilding old locks 1 and 2.. . . . | \$43,267 22 |
| Underpinning wall basin 2.. . . . | 17,000 00 |
| Lock gates.. . . . | 14,734 79 |
| Widen road at lower basin.. . . . | 46,945 17 |
| Complete paving of Mill street.. . . . | 5,728 29 |
| Underpinning walls along side basins.. . . | 2,069 38 |
| Widening tail race, Côte St. Paul.. . . | 514 60 |
| Raising shed No. 1, St. Gabriel basin.. | 1,999 86 |
| Improvements to flume, power house.. . | 2,737 06 |
| Reconstruction of Tate's dry dock.. . | 10,000 00 |
| | <hr/> |
| | \$144,996 37 |

Total.. \$210,198 79

SOULANGES CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1904. The cost of repairs made during the year ended June 30, 1905, is as follows:—

Ordinary repairs under head of staff and repairs.... \$21,174 84

Special repairs under head of income—

| | |
|-------------------------------------------------------|-----------|
| Arms for gates and heaters.. . . . | \$ 390 45 |
| Repairs to banks.. . . . | 21,633 40 |
| Water wheels, governors and heaters.... | 1,181 46 |
| Widening and deepening St. Amour's gully.. . . . | 3,997 83 |
| Widening and deepening Bissonnette's gully.. . . . | 3,203 11 |
| | <hr/> |
| | 30,406 25 |

Total.. \$51,581 09

CORNWALL CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1904.

The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.

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Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|--------------------------------------------------------|--------------------|
| Ordinary repairs under the head of staff and repairs.. | \$28,100 67 |
| Special repairs under head of income— | |
| Strengthening and protecting north bank.. | 1,835 84 |
| Purchase and fitting up concrete apparatus.. | 6,488 99 |
| Total.. | <u>\$36,425 50</u> |

WILLIAMSBURG CANALS.

Operation.

No interruption occurred to the traffic through these canals during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|--------------------------------------------------------|-------------|
| Ordinary repairs under the head of staff and repairs.. | \$21,492 46 |
|--------------------------------------------------------|-------------|

WELLAND CANAL.

Operation.

Two serious accidents occurred on this canal during the year. On October 7, 1904, the steamer 'Hiawatha' bound up, carried away the upper gates of lock No. 1, causing a delay to navigation of 21 hours. The damage was repaired at a cost of \$1,023.56, which was paid by the steamer.

On May 17, 1905, the steamer 'Cuba,' bound up, carried away three gates in lock No. 21, causing a delay to navigation of 24 hours. The estimated cost of making good the damage was \$4,500, which was duly secured by a cash deposit by the owners of the vessel. The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies using the canal.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|---------------------------------------------------------|----------------------------|
| Ordinary repairs under the head of staffs and repairs.. | \$111,418 62 |
| Special repairs under head of income— | |
| Stone protection banks of new canal.. . . \$ | 8,912 65 |
| Changing valves and hanging gear of new | |
| canal lock gates.. | 15,457 36 |
| Remodelling gate yard and repair shops at | |
| Port Dalhousie.. | 2,982 12 |
| Extend culvert, Welland.. | 3,978 75 |
| Stephen Vanderburg, lost time.. | 228 66 |
| Repairing foundations of Port Maitland | |
| lock.. | 2,999 88 |
| | <u>34,559 42</u> |
| Total.. | <u><u>\$145,978 04</u></u> |

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SAULT STE MARIE CANAL.

Operation.

No interruption to navigation occurred in this canal during the season.

During the season of 1904, there were 3,659 lockages, passing 4,766 registered craft and 274 unregistered vessels and scows, with a total tonnage of 5,878,459 tons, of this total tonnage 1,753,146 tons was of Canadian vessels, being an increase in this class of tonnage of 335,079 tons.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs.. \$14,776 33

CHAMBLY CANAL.

Operation.

The operation of this canal was conducted without interruption during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under head of staff and repairs.... \$19,896 57

Special repairs under the head of income—

Build landing wharf at St. John's.. . . . \$5,206 16

Macadamizing tow path.. . . . 9,074 70

Extend and repair wall at head Ste. Thérèse

Island.. . . . 2,000 00

Macadamizing road west side of canal.. . . 4,000 00

Macadamizing 2½ miles of road.. . . . 287 33

Rebuilding culvert at Denault's farm.. . . 9,998 74

Culvert, Ste. Thérèse Island.. . . . 2,499 57

33,066 50

Total.. . . . \$52,963 07

ST. OURS LOCK AND DAM.

Operation.

There was no interruption to navigation on this canal during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, was as follows:—

Ordinary repairs under the head of staff and repairs.. \$ 1,716 35

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Special repairs under head of income—

| | | |
|-----------------------------------------------------------|-------------|-----------------|
| Constructing new gates.. . . . | \$5,036 74 | |
| Renewing landing wharf.. . . . | 6,757 32 | |
| Renewing old piers and cleaning upper entrance.. . . . | 1,077 12 | |
| Renewing old piers and cleaning lower entrance.. . . . | 2,029 72 | |
| | | <hr/> 14,900 90 |
| Total.. . . . | \$16,617 25 | <hr/> <hr/> |

STE. ANNE'S LOCK.

Operation.

There was no interruption to navigation on this lock during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|--------------------------------------------------------|------------|
| Ordinary repairs under the head of staff and repairs.. | \$6,091 44 |
|--------------------------------------------------------|------------|

CARILLON AND GRENVILLE CANALS.

Operation.

There was no interruption to navigation on these canals during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|---------------------------------------------------------|-------------|
| Ordinary repairs under the head of staffs and repairs.. | \$19,977 19 |
|---------------------------------------------------------|-------------|

Special repairs under head of income—

| | | |
|------------------------------------|-------------|-------------|
| Guide piers.. . . . | 1,017 00 | |
| Electric lighting.. . . . | 509 98 | |
| Rebuilding Grenville wharf.. . . . | 7,188 48 | |
| | | <hr/> |
| Total.. . . . | \$28,692 65 | <hr/> <hr/> |

BEAUHARNOIS CANAL.

Operation.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

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Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|--------------------------------------------------------|--------------------|
| Ordinary repairs under head of staff and repairs.. . . | \$10,499 99 |
| Special repairs under head of income— | |
| Rebuilding weir at Valleyfield.. | 14,949 83 |
| Total.. | <u>\$25,449 82</u> |

MURRAY CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|--------------------------------------------------------|-------------------|
| Ordinary repairs under the head of staff and repairs.. | \$4,452 68 |
| Special repairs under head of income— | |
| Complete wire fencing.. | 740 45 |
| Total.. | <u>\$5,193 13</u> |

RIDEAU CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

| | |
|--------------------------------------------------------|--------------------|
| Ordinary repairs under the head of staff and repairs.. | \$49,790 55 |
| Special repairs under head of income— | |
| Bridge at Smith's Falls.. | \$4,632 75 |
| Dam at Poonamalie.. | 9,880 60 |
| | <u>14,513 35</u> |
| Total.. | <u>\$64,303 90</u> |

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1904.

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Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs.. \$26,056 78

Special repairs under the head of income:—

| | |
|---------------------------------------------|-------------------------|
| Complete west entrance pier, Peterboro'.. | \$1,441 04 |
| Complete west entrance pier, Burleigh.. . . | 1,425 39 |
| Blasting and dredging, Lakefield.. . . . | 2,621 72 |
| Dredging at Katchawannoe lake.. . . . | 3,133 77 |
| Dredging engine, boiler and steel boom.. | 258 25 |
| Building three dump scows.. . . . | 2,494 75 |
| Purchase two steam drills.. . . . | 494 37 |
| Hoisting engine and boiler.. . . . | 1,500 00 |
| Rebuilding dam at Peterboro'.. . . . | 12,991 20 |
| Geo. Matthews & Co., damages.. . . . | 600 00 |
| Lower floor of sill of lock, Peterboro'.. . | 9,892 79 |
| | <hr/> |
| | 36,853 28 |
| | <hr/> |
| Total.. . . . | <hr/> <hr/> \$62,910 06 |

ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal for the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs.. . . \$1,095 90

Special repairs under the head of income:—

| | |
|------------------|----------------------|
| Dredging.. . . . | 3,000.10 |
| | <hr/> |
| Total.. . . . | <hr/> <hr/> 4,096 00 |

CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

Summary.

| | |
|------------------------------------------------------------------------------------------------|----------------------------|
| Cost of maintenance and operation of the canal system for the year ended June 30, 1905.. . . . | \$1,250,612 89 |
| Net revenue of canals after deducting refunds.. . . | 78,009 21 |
| | <hr/> |
| Excess of cost of maintenance and operation over revenue.. . . . | <hr/> <hr/> \$1,172,603 68 |

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TABLE showing the dates of opening and closing of the canals for the season of 1904.

| Name of Canal. | Navigation opened 1905. | Navigation closed 1904. |
|------------------------|----------------------------|----------------------------|
| Lachine | May 1 | December 1 |
| Soulanges | " 1 | " 1 |
| Cornwall | " 1 | December 10 |
| Farran's Point | " 1 | " 10 |
| Rapide Plat. | " 1 | " 10 |
| Galops | " 1 | " 10 |
| Murray | April 18 | " 8 |
| Welland | " 24 | " 17 |
| Sault Ste. Marie | " 10 | " 26 |
| Grenville | May 1 | November 30 |
| Carillon | " 1 | " 30 |
| Ste. Anne's | April 16 | " 30 |
| Chambly | May 1 | " 30 |
| St. Ours | April 15 | " 30 |
| Rideau | May 1 | " 26 |
| { At Ottawa | May 1 | " 24 |
| { At Kingston | " 1 | " 24 |
| Trent | April 10 | December 26 |
| Beauharnois | July 3 | November 30 |
| St. Peter's | May 2 | December 23 |

CANAL STATISTICS.

These statistics are for the season of 1904, they have, as usual, been prepared by Mr. R. Devlin, the officer in charge of the canal statistics office.

TABLE showing the tons of freight passing through each canal, the number of trips of vessels passing through each canal for the season ended December, 1904.

| Name of Canal. | Tons of Freight passed through. | No Tolls charged. | No. of Trip of Vessels passing through. |
|------------------------|---------------------------------------|----------------------|-----------------------------------------------|
| Welland | 811,371 | ..... | 1,433 |
| St. Lawrence | 1,427,316 | ..... | 8,678 |
| Chambly | 448,187 | ..... | 3,475 |
| Ottawa | 335,993 | ..... | 1,805 |
| Rideau | 55,120 | ..... | 4,042 |
| St. Peter's | 73,416 | ..... | 1,654 |
| Trent | 45,689 | ..... | 2,287 |
| Murray | 24,439 | ..... | 768 |
| Sault Ste. Marie | 5,030,705 | ..... | 3,962 |

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

RAILWAY SUBSIDIES.

The subsidies voted for railways, as stated in previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For

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this reason it is not possible to give the amount of each subsidy available; but, the amount paid will be shown in the statements in Parts 1 and 2, also the number of miles of railway for which subsidy is granted per mile, which was available, and the number of miles of railway built up to July 1, 1905, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to July 1, 1905, with the number of miles built.

CANAL STATISTICS.

These statistics are for the season of 1904. They have been prepared by Mr. R. Devlin, the officer in charge of the canal statistics.

COMPARATIVE Statement, for seasons of 1904 and 1903, showing the amounts that would have been collected had not the canals been made free.

| Name of Canal. | Season of 1904. | Season of 1903. |
|------------------------------|-----------------------|-----------------------|
| | \$ cts. | \$ cts. |
| Welland Canal | 117,562 01 | 136,842 89 |
| St. Lawrence Canals | 111,726 25 | 123,189 47 |
| Chambly Canal | 27,451 87 | 24,759 24 |
| Ottawa Canal | 22,244 72 | 29,439 21 |
| Rideau Canal | 4,804 98 | 4,999 77 |
| St. Peter's Canal | 2,745 75 | 3,293 34 |
| Trent Canal | 1,333 15 | 1,508 07 |
| Murray Canal | 1,097 82 | 1,134 98 |
| Sault Ste. Marie Canal | No tolls. | No tolls. |
| Total | 288,966 55 | 325,166 97 |

COMPARATIVE Statement of Tons of freight which passed through the canals in seasons of 1904 and also of 1903.

| Name of Canal. | Season of 1904. | Season of 1903. | Number of trips of vessels passing through. | |
|------------------------------|-----------------------|-----------------------|---------------------------------------------------|-----------------------|
| | | | Season of 1904. | Season of 1903. |
| Welland Canal | 811,371 | 1,002,919 | 1,433 | 1,787 |
| St. Lawrence Canals | 1,427,316 | 1,681,206 | 8,678 | 9,698 |
| Chambly Canal | 448,187 | 346,571 | 3,475 | 3,445 |
| Ottawa Canal | 335,993 | 436,473 | 1,805 | 2,094 |
| Rideau Canal | 55,120 | 61,120 | 4,042 | 3,965 |
| St. Peter's Canal | 73,416 | 90,864 | 1,654 | 1,760 |
| Trent Canal | 45,689 | 42,407 | 2,287 | 2,599 |
| Murray Canal | 28,439 | 30,869 | 768 | 762 |
| Sault Ste. Marie Canal | 5,030,705 | 5,511,868 | 3,962 | 4,351 |
| Total tons | 8,256,236 | 9,203,817 | 28,104 | 30,462 |

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

SESSICNAL PAPER No. 20

SUMMARY of Tables of Steam Railways for the years ended June 30, 1904, and June 30, 1905.

| | June 30, 1904, Steam Railways only. | June 30, 1905, Steam Railways only. |
|---------------------------------------------------------|----------------------------------------------|----------------------------------------------|
| Miles of railway completed (track laid)..... | 19,611 | 20,601 |
| " sidings..... | 3,327 | 3,632 |
| " iron rails in main line..... | 66 | 68 |
| " steel rails..... | 19,545 | 20,533 |
| " " (double track)..... | 763 | 838 |
| Capital paid (including the 4 following items)..... | 1,186,546,918 | 1,248,666,414 |
| Government (Dominion and Provincial) bonuses paid..... | 196,805,982 | 208,208,070 |
| " " " loans paid..... | 20,613,214 | 20,613,489 |
| " " (Provincial only) subscriptions to shares paid..... | 300,000 | 300,000 |
| Municipal aid paid..... | 17,157,810 | 17,198,211 |
| Miles in operation..... | 19,431 | 20,487 |
| Gross earnings..... | 100,219,436 | 106,467,199 |
| Working expenses..... | 74,563,162 | 79,977,574 |
| Net earnings..... | 25,656,274 | 26,489,625 |
| Passengers carried..... | 23,640,765 | 25,288,723 |
| Freight carried (tons)..... | 48,097,519 | 50,893,967 |
| Train mileage..... | 61,312,002 | 65,934,114 |
| Passengers killed..... | 25 | 35 |
| Number of elevators..... | 276 | 281 |
| " highway crossings at rail-level, with watchman..... | 239 | 222 |
| " " " without watchman..... | 13,493 | 13,746 |
| " overhead bridges, highway crossings over railway..... | 463 | 472 |
| " highway crossings under railway..... | 333 | 329 |
| " level crossings of other railways..... | 272 | 295 |
| " junction with other railways..... | 381 | 390 |
| " " branch lines..... | 224 | 234 |
| " engines owned..... | 2,640 | 2,808 |
| " " hired..... | 128 | 98 |
| " sleeping cars owned..... | 156 | 169 |
| " " hired..... | 15 | 25 |
| " parlor cars owned..... | 44 | 41 |
| " " hired..... | 6 | 4 |
| " dining cars owned..... | 37 | 58 |
| " " hired..... | 5 | 5 |
| " official cars owned..... | 69 | 64 |
| " first class cars owned..... | 1,153 | 1,196 |
| " " hired..... | 78 | 90 |
| " second class and immigrant cars owned..... | 553 | 680 |
| " " " hired..... | 12 | 3 |
| " baggage, mail and express cars owned..... | 839 | 784 |
| " " " hired..... | 21 | 12 |
| " refrigerator cars owned..... | 1,297 | 1,455 |
| " " hired..... | 268 | 56 |
| " cattle and box freight cars owned..... | 51,951 | 55,060 |
| " " " hired..... | 2,926 | 2,169 |
| " platform cars owned..... | 18,254 | 18,348 |
| " " hired..... | 390 | 321 |
| " coal cars owned..... | 8,172 | 8,552 |
| " " hired..... | 304 | 235 |
| " conductors' vans owned..... | 1,229 | 1,363 |
| " " hired..... | 19 | 15 |
| " tool cars owned..... | 823 | 802 |
| " " hired..... | 5 | 4 |
| " snow ploughs owned..... | 300 | 319 |
| " " hired..... | 4 | |
| " flangers owned..... | *354 | 202 |
| " " hired..... | 2 | |
| " other rolling stock..... | *1,421 | *2,126 |
| Included in the above there are the following :— | | |
| Number of cars with air brakes owned..... | 71,795 | 75,429 |
| " " " hired..... | 3,478 | 2,749 |
| " " with automatic couplers owned..... | 76,816 | 82,122 |
| " " " hired..... | 3,769 | 3,259 |

* Includes steam cranes, steam shovels, derricks, boarding cars, pile drivers, &c.

NOTE—In the case of four companies, viz. : Bruce Mines and Algoma, Lotbinière and Mégantic, New Brunswick Coal and Railway Co. and Quebec Southern, who have made no returns, the foregoing figures are for those of last return, the first two for 1904, and the last for 1903.

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SUMMARY of Tables of Electric Railways for the years ended June 30, 1904, and June 30, 1905.

| | Comparative Statement. | |
|--------------------------------------------------------------|------------------------|----------------|
| | June 30, 1904. | June 30, 1905. |
| Miles of railway completed (track laid)..... | 767 | 793 |
| " sidings..... | 33 | 35 |
| " iron rails in main line..... | 22 | 25 |
| " steel "..... | 745 | 768 |
| " " " double track..... | 188 | 186 |
| Capital paid (including the 3 following items)..... | 50,399,188 | 61,033,321 |
| Government (Dominion and Provincial) bonuses paid..... | 60,800 | 60,800 |
| Municipal aid paid..... | 173,000 | 173,000 |
| Miles in operation..... | 767 | 793 |
| Gross earnings..... | 8,453,609 | 9,357,125 |
| Working expenses..... | 5,326,517 | 5,918,194 |
| Net earnings..... | 3,127,092 | 3,438,931 |
| Passengers carried..... | 181,689,998 | 203,467,317 |
| Freight carried (tons)..... | 400,161 | 510,350 |
| Car mileage..... | 42,066,124 | 45,969,101 |
| Passengers killed..... | 10 | 30 |
| Number of highway crossings at rail-level with watchman..... | 10 | 10 |
| " " " without watchman..... | 286 | 273 |
| " overhead bridges highway crossings over railway..... | 17 | 26 |
| " highway crossings under railway..... | 9 | 9 |
| " farm crossings under railway..... | Nil. | 2 |
| " level crossings of other railways..... | 102 | 117 |
| " junctions with "..... | 42 | 46 |
| " " branch lines..... | 7 | 11 |
| " power houses (steam power) owned..... | 30 | 38 |
| " " " hired..... | | |
| " " (water power) owned..... | 9 | 10 |
| " " " hired..... | 3 | 3 |
| " passenger cars (motor) owned..... | 2,137 | 2,278 |
| " " " hired..... | | |
| " " (trailers) owned..... | 223 | 260 |
| " official cars owned..... | 1 | 3 |
| " locomotives owned..... | 2 | 12 |
| " baggage, mail and express cars owned..... | 13 | 13 |
| " cattle and box freight cars owned..... | 15 | 14 |
| " platform cars owned..... | 77 | 66 |
| " tool cars owned..... | 13 | 15 |
| " snow ploughs owned..... | 79 | 39 |
| " snow sweepers owned..... | 33 | 77 |
| " other rolling stock owned..... | | **21 |

† Includes one conductors' van.

* Includes two coal cars.

‡ Includes snow sweepers.

** Includes two conductors' vans, three coal and dump cars, sixteen refrigerator cars.

NOTE—In the case of the St. Thomas Electric Railway, no return has been made.

RAILWAYS

DISTANCES OF THROUGH RAILWAY ROUTES

FROM THE

ATLANTIC TO THE PACIFIC

LENGTHS OF THE GOVERNMENT RAILWAYS

CANALS

**LENGTHS AND LOCATIONS OF THE DOMINION CANALS AND THE
INTERMEDIATE WATERS**

WITH THE

DIMENSIONS OF LOCKS

MAPS

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RAILWAYS.

The following shows the several routes of railway giving through communication between the Atlantic and Pacific coasts:—

The routes available between Halifax and Montreal are four in number, in all of which the Intercolonial is used, either in whole or in part, as follows:—

Halifax to Montreal.

| | Miles. |
|--------------------------------------------------------------------|--------|
| 1. Intercolonial Railway, via Lévis, to Montreal.. . . . | 837 |
| 2. Intercolonial Railway to St. John.. . . . | 275 |
| Canadian Pacific Railway, from St. John to Montreal.. | 480 |
| Total.. . . . | 755 |
| 3. Intercolonial Railway to St. John.. . . . | 275 |
| Canadian Pacific Railway, from St. John to Vanceboro'. | 90 |
| Main Central Railway, from Vanceboro' to Danville Junction.. . . . | 224 |
| Grand Trunk Railway, from Danville Junction to Montreal.. . . . | 270 |
| Total.. . . . | 859 |
| 4. Intercolonial Railway to St. John.. . . . | 275 |
| Canadian Pacific Railway from St. John to Edmundston. | 170 |
| Temiscouata Railway, from Edmundston to Rivière du Loup.. . . . | 81 |
| Intercolonial Railway, from Rivière du Loup to Montreal.. . . . | 278 |
| Total.. . . . | 804 |

St. John to Montreal.

| | |
|-----------------------------------------------------------------|-----|
| 1. Intercolonial Railway, via Lévis, to Montreal.. . . . | 740 |
| 2. Canadian Pacific Railway to Montreal.. . . . | 480 |
| 3. Canadian Pacific Railway to Edmundston.. . . . | 170 |
| Temiscouata Railway, from Edmundston to Rivière du Loup.. . . . | 81 |
| Intercolonial Railway, from Rivière du Loup to Montreal.. . . . | 278 |
| Total.. . . . | 529 |

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MONTREAL, OR QUEBEC, TO THE PACIFIC OCEAN.

Montreal to Vancouver.

| | Miles. |
|------------------------------------------------------|--------|
| 1. Canadian Pacific Railway to Vancouver.. . . . | 2,906 |
| Canadian Pacific Railway from North Bay to Vancouver | 2,546 |
| | <hr/> |
| 2. Grand Trunk Railway to North Bay.. . . . | 560 |
| | <hr/> |
| Total.. . . . | 3,102 |
| | <hr/> |

Quebec to Vancouver.

| | Miles. |
|------------------------------------------------------|--------|
| 1. Canadian Pacific Railway to Vancouver.. . . . | 3,052 |
| | <hr/> |
| 2. Intercolonial Railway to Montreal.. . . . | 162 |
| Canadian Pacific Railway from Montreal to Vancouver. | 2,906 |
| | <hr/> |
| Total.. . . . | 3,068 |
| | <hr/> |
| 3. Grand Trunk Railway to Montreal.. . . . | 172 |
| Canadian Pacific Railway from Montreal to Vancouver. | 2,906 |
| | <hr/> |
| Total.. . . . | 3,078 |
| | <hr/> |
| 4. Grand Trunk Railway to North Bay.. . . . | 782 |
| Canadian Pacific Railway from North Bay to Vancouver | 2,542 |
| | <hr/> |
| Total.. . . . | 3,274 |
| | <hr/> |

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic ocean ports, namely, Point du Chene, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended June 30, 1905, was 1445·92 miles, and for freight branches 12·50 miles, making a total of 1457·42 miles.

The following are the through distances:—

| | Miles. |
|---------------------------------------------|--------|
| Halifax to Montreal, via Lévis.. . . . | 837 |
| St. John to Montreal, via Lévis.. . . . | 740 |
| Sydney to Montreal, via Lévis.. . . . | 990 |
| North Sydney to Montreal, via Lévis.. . . . | 983 |

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Freight carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

| | Miles. |
|---------------------------------------------|--------|
| Souris to Tignish.. | 166 |
| Mount Stewart to Georgetown.. | 24 |
| Charlottetown to Royalty Junction.. | 5 |
| Emerald Junction to Cape Traverse.. | 13 |
| Alberton to Cascumpec wharf.. | 1 |
| | <hr/> |
| | 209 |
| | <hr/> |

Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chene, between Charlottetown and Pictou and between Georgetown and Pictou, and in winter by specially built steamers between Georgetown and Pictou and between Charlottetown and Pictou. There is also further provision made for communication by ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Island Railway about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.

CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

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First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

| | Miles. |
|-------------------------------------------------------------------|--------|
| 1. Lachine Canal. | 8½ |
| Lake St. Louis and River St. Lawrence. | 16 |
| 2. Soulanges Canal. | 14 |
| Lake St. Francis and River St. Lawrence. | 33 |
| 3. Cornwall Canal. | 11 |
| River St. Lawrence. | 5 |
| 4. Farran's Point Canal. | 1 |
| River St. Lawrence. | 10 |
| 5. Rapide Plat Canal. | 3½ |
| River St. Lawrence. | 4 |
| 6. Galops Canal. | 7½ |
| River St. Lawrence and Lake Ontario. | 236 |
| 7. Welland Canal. | 26½ |
| Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c. | 580 |
| 8. Sault Ste. Marie Canal. | 1½ |
| Lake Superior to Port Arthur. | 266 |
| Total. | 1,223½ |
| To Duluth. | 1,357 |
| Chicago. | 1,286 |

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau Canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent Canal (not completed).

Fifth.—Ocean to the Bras d'Or Lakes.

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago 2,272 miles.

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From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland, and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

The improvement of the United States channels in St. Mary's river has been continued from year to year, so that the dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. Excavation has now been commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimen-

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sions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

| | |
|-------------------------------------------------|----------------------|
| Length of canal.. . . . | 8½ statute miles. |
| Number of locks.. . . . | 5 |
| Dimension of locks.. . . . | 270 feet by 45 feet. |
| Total rise or lockage.. . . . | 45 feet. |
| Depth of water on sills, at two locks.. . . . | 18 " |
| Depth of water on sills, at three locks.. . . . | 14 " |
| Average width of new canal.. . . . | 150 " |

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

| | | | | | |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------|--------------|---|---------------|---|
| Length of canal.. . . . | 14 Statute miles. | | | | |
| Number of locks | <table> <tr> <td>lift.. . . .</td><td>4</td></tr> <tr> <td>guard.. . . .</td><td>1</td></tr> </table> | lift.. . . . | 4 | guard.. . . . | 1 |
| lift.. . . . | 4 | | | | |
| guard.. . . . | 1 | | | | |
| Dimensions of locks.. . . . | 280 feet by 45 feet. | | | | |
| Total rise or lockage.. . . . | 84 feet. | | | | |
| Depth of water on sills.. . . . | 15 " | | | | |
| Breadth of canal at bottom.. . . . | 100 " | | | | |
| Breadth of canal at water surface.. . . . | 164 " | | | | |
| Number of arc lights.. . . . | 219 of 2,000 c.p. each. | | | | |

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

| | |
|-------------------------------------------|----------------------|
| Length of canal.. . . . | 11 statute miles. |
| Number of locks.. . . . | 6 |
| Total rise of lockage.. . . . | 270 feet by 45 feet. |
| Total rise or lockage.. . . . | 48 feet. |
| Depth of water on sills.. . . . | 14 " |
| Breadth of canal at bottom.. . . . | 100 " |
| Breadth of canal at water surface.. . . . | 164 " |

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The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, $32\frac{1}{4}$ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault Rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

| | |
|----------------------------------------------|----------------------|
| Length of canal. | 1 mile. |
| Number of locks. | 1 |
| New lock. | 800 feet by 45 feet. |
| Old lock. | 200 " |
| Total rise of lockages. | $3\frac{1}{2}$ feet. |
| Depth of water on sills of new lock. | 14 " |
| Depth of water on sills of old lock. | 9 " |
| Breadth of canal at bottom. | 90 " |
| Breadth of canal at water surface. | 154 " |

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL

| | |
|--------------------------------------------|-----------------------|
| Length of canal. | $3\frac{1}{2}$ miles. |
| Number of locks. | 2 |
| Dimensions of locks. | 270 feet by 45 feet. |
| Total rise or lockage. | $11\frac{1}{2}$ feet. |
| Depth of water on sills. | 14 " |
| Breadth of canal. | 80 " |
| Breadth of canal at surface water. | 152 " |

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of $10\frac{1}{2}$ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

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GALOPS CANAL.

| | |
|-------------------------------------------------|--------------|
| Length of canal.. | 7½ miles. |
| Number of locks.. | 3 |
| Dimension of locks { one of which is } | 2-270 by 45. |
| { a guard lock. } | 1-800 by 45. |
| Total rise or lockage.. | 15½ feet. |
| Depth of water on sills.. | 14 " |
| Breadth of canal at bottom.. | 80 " |
| Breadth of canal at surface of water.. | 144 " |

From the head of Rapide Plat canal to Iroquois, at the foot of the Gallops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL

| | |
|-------------------------------------------------------|-----------|
| Length between eastern and western pier heads.. . . . | 5½ miles. |
| Breadth at bottom.. | 80 feet. |
| Breadth at water surface.. | 120 " |
| Depth below lowest known lake level.. | 11 " |
| No locks. | |

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

| | Old Line. | Enlarged or New Line. |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Length of canal.. | 27½ miles | 26½ miles. |
| Pairs of guard-gates (formerly 3) | | 2 |
| Number of locks { lift..... | 26 | 25 |
| { guard..... | 1 | 1 |
| Dimensions..... | $\left\{ \begin{array}{l} 1 \text{ lock } 200 \times 45 \\ 1 \text{ lock } 200 \times 45 \\ 1 \text{ (tidal) } 230 \times 45 \\ 24 \text{ locks } 150 \times 45 \end{array} \right\} 270 \text{ feet } \times 45 \text{ feet.}$ | |
| Total rise or lockage..... | 326½ feet | 326½ feet. |
| Depth of water on sills..... | 10½ " | 14 " |

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WELLAND RIVER BRANCHES.

Length of canal—

| | |
|---------------------------------------------------------------------------|-------------------|
| Port Robinson Cut to River Welland. | 2,622 feet. |
| From the canal at Welland to the river, via lock at Aqueduct. | 300 feet. |
| Chippewa Cut to River Niagara. | 1,020 feet. |
| Number of locks—one at Aqueduct and one at Port Robinson. | 2 |
| Dimensions of locks. | 150 by 26½ feet. |
| Total lockage from the canal at Welland down to River Welland. | 10 feet. |
| Depth of water on sills. | 9 feet 10 inches. |

GRAND RIVER FEEDER.

| | |
|----------------------------------|-------------------------------------------|
| Length of canal. | 21 miles. |
| Number of locks. | 2 |
| Dimensions of locks. | 1 of 150 by 26½ feet. 1 of 200 by 45 " |
| Total rise or lockage. | 7 to 8 feet. |
| Depth of water on sills. | 9 feet |

PORT MAITLAND BRANCH.

| | |
|----------------------------------|----------------------|
| Length of canal. | 1½ miles. |
| Number of locks. | 1 |
| Dimensions of locks. | 185 feet by 45 feet. |
| Total rise or lockage. | 7½ feet. |
| Depth of water on sills. | 11 feet. |

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, 11½ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SESSIONAL PAPER No. 20

SAULT STE. MARIE CANAL.

| | |
|--------------------------------------------------------------------------|----------------------|
| Length of canal, between the extreme ends of the entrance piers. | 5,967 feet. |
| Number of locks. | 1 |
| Dimensions of locks. | 900 feet by 60 feet. |
| Depth of water on sills (at lowest known water level). | 20 feet 8 inches. |
| Total rise or lockage. | 18 feet. |
| Breadth of canal at bottom. | 141 feet 8 inches. |
| Breadth at surface of water. | 150 feet. |

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

| | |
|-----------------------|------------------|
| The Ste. Anne's Lock. | Grenville Canal. |
| Carillon Canal. | Rideau Canal. |

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

| Sections of Navigation. | Inter- mediate Distance. | Total Distance from Montreal. |
|--------------------------------------------------------------------|--------------------------------|----------------------------------------|
| | Miles. | Miles. |
| The Lachine canal | 8½ | |
| From Lachine to Ste. Anne's lock. | 15 | 23 |
| Ste. Anne's lock and piers. | 1 | 23 |
| Ste. Anne's lock to Carillon canal. | 27 | 50 |
| The Carillon canal. | 1 | 51 |
| From Carillon to Grenville canal. | 6½ | 57 |
| The Grenville canal. | 1 | 63 |
| From the Grenville canal to entrance of Rideau navigation. | 56 | 119 |
| Rideau navigation ending at Kingston. | 126½ | 245 |

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STE. ANNE'S LOCK.

| | New lock. | Old lock. |
|--------------------------------|---------------------|---------------------|
| Length of canal. | $\frac{1}{2}$ mile. | $\frac{1}{2}$ mile. |
| Number of locks. | 1 | 1 |
| Dimensions of locks. | 200 x 45 feet. | 190 x 45 feet. |
| Total rise or lockage. | 3 feet. | 3 feet. |
| Depth of sills. | 9 " | 6 " |

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23 $\frac{1}{2}$ miles from Montreal harbour.

THE CARILLON CANAL.

| | |
|--------------------------------------------|---------------------|
| Length of canal. | $\frac{1}{2}$ mile. |
| Number of locks. | 2 |
| Dimensions of locks. | 200 x 45 feet. |
| Total rise or lockage. | 16 feet. |
| Depth of water on sills. | 9 " |
| Breadth of canal at bottom. | 100 " |
| Breadth of canal at water surface. | 110 " |

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

| | |
|-----------------------------------------------|------------------------|
| Length of canal. | 5 $\frac{1}{2}$ miles. |
| Number of locks. | 5 |
| Dimensions of locks. | 200 x 45 feet. |
| Total rise or lockage. | 43 $\frac{1}{2}$ feet. |
| Depth of water on sills. | 9 " |
| Breadth of canal at bottom. | 40 to 50 feet. |
| Breadth of canal at surface of water. | 50 to 80 " |

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

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RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston. ..

| | |
|------------------------------------------------------|----------------------------------------------|
| Length of navigation waters.. . . . | 126½ miles. |
| Number of locks going from Ottawa to Kingston.... | { 35 ascending. 14 descending. |
| Total, lockage.. . . . 446½ feet | { 282½ rise and 164 fall } at high water. |
| Dimensions of locks.. . . . | 134 x 33 feet. |
| Depth of water on sills.. . . . | 5 feet. |
| Navigation depth through the several reaches.. . . . | 4½ " |
| Breadth of canal reaches at bottom.. . . . | { 60 feet in earth. 54 feet in rock. |
| Breadth of canal at surface of water.. . . . | 80 feet in earth. |

PERTH BRANCH.

| | |
|----------------------------------------------|----------------------------------|
| Length of canal.. . . . | 6 miles. |
| Number of locks.. . . . | 2 |
| Dimensions of locks.. . . . | 134 feet x 32 feet. |
| Total rise or lockage.. . . . | 26 " |
| Depth of water on sills.. . . . | 5 " 6 inches. |
| Length of dam.. . . . | 200 " |
| Breadth of canal at bottom.. . . . | 40 " |
| Breadth of canal at surface at water.. . . . | { 60 " in clay. 40 " in rock. |

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

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Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataragui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

| Section of Navigation. | Inter- mediate Distance. | Total Distances |
|---------------------------------------------------|--------------------------------|--------------------|
| | Miles. | Miles. |
| Sorel to St. Ours lock | 14 | 14 |
| St. Ours lock to Chambly canal. | 32 | 46 |
| Chambly canal | 12 | 58 |
| Chambly canal to boundary line. | 23 | 81 |
| Boundary line to Champlain canal | 111 | 192 |
| Champlain canal to junction with Erie canal. | 66 | 258 |
| Erie canal from junction to Albany. | 7 | 265 |
| Albany to New York | 146 | 411 |

ST. OURS LOCK AND DAM.

| | |
|-------------------------------------------|----------------------|
| Length. | $\frac{1}{2}$ mile. |
| Number of locks. | 1 |
| Dimensions of locks. | 200 feet by 45 feet. |
| Total rise of lockage. | 5 feet. |
| Depth of water on sills. | 7 feet at low water. |
| Length of dam in eastern channel. | 300 " |
| Length of dam in western channel. | 690 " |

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles

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CHAMBLY CANAL.

| | |
|--------------------------------------------|-----------|
| Length of canal.. | 12 miles. |
| Number of locks.. | 9 |
| Dimensions of locks:— | |
| Guard lock, No. 1 at St. Johns.. | 122 feet. |
| Lift " 2 | 124 " |
| " " 3, 4, 5, 6 | 118 " |
| " " 7, 8, 9 combined.. | 125 " |
| Total rise or lockage.. | 74 " |
| Depth of water on sills.. | 7 " |
| Breadth of canal at bottom.. | 36 " |
| Breadth of canal at surface of water.. . . | 60 " |

} From 22½ to
24 feet wide.

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence across Lake Simcoe to the Severn river; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

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The following table gives the distance of navigable and unnavigable reaches:—

| | Navigable Miles. | Unnavigable Miles. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------|
| From Trenton, Bay of Quinté to Nine Mile rapids.... | — | 9 |
| Nine Mile rapids to Percy landing.. . . . | 19½ | — |
| Percy landing to Heeley's Falls dam.. . . . | — | 14½ |
| Heeley's Falls dam to Peterborough.. . . . | 51½ | — |
| Peterborough to Lakefield.. . . . | — | 9½ |
| Lakefield to a point across Balsam lake.. . . . | 61 | — |
| Balsam lake to Lake Simcoe.. . . . | — | 18½ |
| Across Lake Simcoe to Severn river.. . . . | 18 | — |
| Lake Simcoe to Georgian bay via Severn river.. | — | 14 |
| | 150½ | 65½ |
| Total distance, Bay of Quinté to Georgian bay.. . . . | | 212 |
| From Sturgeon Point on Sturgeon lake, 48½ miles from Lake field, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.. . . . | | 27 |

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bobcaygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2½ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15½ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

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The following is a list of the locks, with their dimensions:—

- 1 Lock at Rosedale (maintained by the Ontario government), 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
- 2 Locks at Fenelon... .. 134' x 33' x 5' 0" to 7' 6" depth of water on mitre sill.
- 1 " Lindsay... .. 134' x 33' x 5' 0" to 7' 0" " "
- 1 " Bobcaygeon... .. 134' x 33' x 5' 8" to 7' 6" " "
- 1 " Buckhorn... .. 134' x 33' x 5' 0" to 9' 0" " "
- 1 " Lovesick... .. 134' x 33' x 5' 0" to 9' 4" " "
- 2 " Burleigh... .. 134' x 33' x 6' 0" to 8' 0" " "
- 1 " Young's Point (a provincial government work) 134' x 33' x 5' 0" to 14' 0" depth of water on mitre sill.
- 1 " Peterborough... .. 134' x 33' x 5' 0" to 10' 0" depth of water on mitre sill.
- 1 " Chisholm's... .. 134' x 33' x 5' 0" to 8' 6" " "
- 1 " Hastings... .. 134' x 33' x 7' 0" to 10' 6" " "
- 1 Hydraulic lift lock at Ashburnham.

—
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ST. PETER'S CANAL, CAPE BRETON.

| | |
|--------------------------------------------------------|----------------------------------|
| Length of canal... .. | About 2,400 feet. |
| Breadth at water line... .. | 55 feet. |
| Lock... .. | One tidal lock, 4 pairs of gates |
| Dimensions... .. | 200 feet by 48 feet. |
| Depth of water on sills... .. | 18 feet at lowest water. |
| Depth through canal... .. | 19 feet. |
| Extreme rise and fall of tide in St. Peter's bay... .. | 4 feet. |

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

| | |
|-----------------------------------------|----------------------|
| Length of canal... .. | 12 statute miles. |
| Number of locks... .. | 9 |
| Dimensions of locks... .. | 200 feet by 45 feet. |
| Total rise or lockage... .. | 82½ " |
| Depth of water on sills... .. | 9 " |
| Breadth of canal at bottom... .. | 80 " |
| Breadth of canal at water surface... .. | 120 " |

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As the new Soulanges canal is now opened for navigation the Beauharnois canal is practically abandoned for navigation purposes.

I have the honour to be, sir,

Your obedient servant,

M. J. BUTLER,

Deputy Minister and Chief Engineer of Railways and Canals.

The Honourable H. R. EMMERSON,

Minister of Railways and Canals.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,

MONCTON, N.B., October 5, 1905.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended June 30, 1905.

I inclose the report of the Chief Engineer on the works charged to capital account, the report of the engineer of maintenance on the repair and renewal of the permanent way, buildings and works, and the report of the superintendents of motive power and of the mechanical accountant, with the statements relating to the mechanical department; also the following statements of the accounts of the railway prepared by the chief accountant and treasurer:—

1. Capital account.
2. Revenue.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. Special votes.
9. General stores.
10. General balance.
11. Comparative statement of averages.

The length of railway in operation on June 30, 1904, was 1320·92 miles. On October 1, 1904, the line of railway known as the Canada Eastern Railway, extending from Gibson to Loggieville, 123·67 miles in length, was purchased by the Dominion government and added to the Intercolonial; on April 19, 1905, the Fredericton and St. Mary's bridge and property connected with it were surrendered to the Dominion government by the Fredericton and St. Mary's Bridge Company and added to the Intercolonial, an additional mileage of 1·33 miles, making a total mileage in operation on June 30, 1905, of 1445·92 miles.

CAPITAL ACCOUNT.

The total cost of road and equipment on June 30, 1904, was \$72,735,935.80.

The additions during the year were as follows:—

| | |
|--------------------------------------------------------------|---------------|
| Purchase of Canada Eastern Railway.. . . . | \$ 800,000 00 |
| To increase accommodation at Sydney.. . . . | 59,288 88 |
| Original construction.. . . . | 11,008 31 |
| To strengthen bridges.. . . . | 246,242 05 |
| To increase accommodation at Lévis.. . . . | 16,999 64 |
| Air brakes to freight cars.. . . . | 24,991 13 |
| To exchange drawbars of freight cars.. . . . | 45,010 00 |
| New machinery for locomotive and car shops.. . . | 40,308 54 |
| To equip 4 passenger cars with Pintsch gas apparatus.. . . . | 1,401 26 |
| To equip passenger cars with vestibules.. . . . | 1,773 53 |
| Additional sidings along the line.. . . . | 139,165 49 |

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| | |
|---------------------------------------------------------------------------------------------------------------|-----------------|
| Increased accommodation and facilities along the line.. . . . | \$ 132,717 35 |
| New superstructure, Restigouche bridge.. . . . | 43,363 09 |
| To dredge and blast rock at deep water terminus, Halifax.. . . . | 8,952 55 |
| Improvements at Little Met's station, and diverting public road.. . . . | 4,335 51 |
| New station at Windsor, N.S., &c.. . . . | 8,563 59 |
| To increase accommodation at Amherst.. . . . | 16,752 13 |
| To increase water supply.. . . . | 14,812 35 |
| Increase accommodation at Amqui.. . . . | 13,014 39 |
| Increased accommodation, Stellarton.. . . . | 26,728 48 |
| Engine house, machine shop, &c., Rivière du Loup.. | 66,986 48 |
| Engine house, &c., Chaudière Junction.. . . . | 34,623 62 |
| Increased accommodation, St. John.. . . . | 46,396 21 |
| To increase accommodation at Halifax.. . . . | 372,791 09 |
| To increase accommodation, Pictou.. . . . | 68,125 14 |
| Improvements, North Sydney.. . . . | 14,462 99 |
| To increase accommodation at Moncton.. . . . | 85,105 87 |
| To increase accommodation Ste. Flavie.. . . . | 60,759 71 |
| Towards improving ferry service at Strait of Canso.. | 45,928 56 |
| Protection to Grand Narrows bridge.. . . . | 35,801 68 |
| Semaphores at stations.. . . . | 1,186 09 |
| Portable plant for boring and cutting rails.. . . . | 14,674 75 |
| Extension to Sydney Mines.. . . . | 24,044 93 |
| Diversion of line at St. Leonard Junction.. . . . | 10,562 18 |
| Diversion of line at Mitchell.. . . . | 12,394 26 |
| To reduce curve at Birch Cove.. . . . | 42 447 54 |
| Double tracking parts of the line.. . . . | 151,147 01 |
| Rolling stock.. . . . | 1,377,078 11 |
| Steel rails and fastenings.. . . . | 495,009 89 |
| Increased accommodation at Truro.. . . . | 56,468 57 |
| Drummondville, Improvements at.. . . . | 9,207 76 |
| Rivière Ouelle, Improvements at.. . . . | 3,480 76 |
| St. Moise, Station at.. . . . | 4,111 29 |
| To eliminate two road crossings at rail level at the Cape Road crossing near Dorchester, N.B.. . . | 4,421 47 |
| Increased accommodation at Antigonish.. . . . | 14,046 83 |
| Siding at St. Romuald.. . . . | 1,079 80 |
| Diversion of public road to eliminate a crossing at rail level between St. Cyrville and Drummondville.. . . . | 500 00 |
| Increased accommodation at Memramcook.. . . . | 4,871 57 |
| New Glasgow, Increased accommodation at.. . . . | 779 50 |
| Additional sidings and spur lines.. . . . | 23,700 00 |
| Total.. . . . | \$ 4,737,821 93 |
| Making the total cost on June 30, 1905.. . . . | 77,473,557 73 |

New machinery for locomotive and car shops.

This is for additional machinery for the construction and repair of locomotives and cars, and for the installation of it.

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Rolling stock.

Ten consolidation locomotives for freight service, twelve Pacific type locomotives for passenger service, ten first-class sleeping cars, four parlour cars, two dining cars, twenty first-class passenger cars, four second-class sleeping cars, three postal cars, one combined postal and baggage car, and one hundred and fifty box freight cars, were purchased.

To exchange drawbars of freight cars.

Nine hundred and two freight cars were changed from the link and pin drawbar to the M.C.B. coupler.

..Air brakes to freight cars.

Four hundred and fifty-four freight cars and thirteen freight vans were equipped during the year with Westinghouse automatic quick action air brake.

The explanation in regard to the other expenditures on capital account will be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

| | |
|----------------------------|-----------------------|
| Gross earnings.. | \$6,783,522 83 |
| Working expenses.. | 8,508,826 75 |
| Deficiency.. | <u>\$1,725,303 92</u> |

The gross earnings compare as follows with those of the previous year:—

| | |
|----------------------|----------------------|
| In 1904-05.. | \$6,783,522 83 |
| In 1903-04.. | 6,339,231 43 |
| Increase.. | <u>\$ 444,291 40</u> |

The earnings from passenger traffic compare as follows:—

| | |
|----------------------|---------------------|
| In 1904-05.. | \$2,105,066 75 |
| In 1903-04.. | 2,021,568 04 |
| Increase.. | <u>\$ 83,498 71</u> |

The earnings from freight traffic compare as follows:—

| | |
|----------------------|----------------------|
| In 1904-05.. | \$4,373,178 55 |
| In 1903-04.. | 4,041,122 48 |
| Increase.. | <u>\$ 332,056 07</u> |

The earnings from mails and express freight compare as follows:—

| | |
|----------------------|---------------------|
| In 1904-05.. | \$ 305,277 53 |
| In 1903-04.. | 276,540 55 |
| Increase.. | <u>\$ 28,736 98</u> |

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The earnings by mile of railway compare as follows:—

| | |
|----------------------|-------------|
| In 1904-05.. | \$ 4,795 13 |
| In 1903-04.. | 4,799 10 |

The earnings by train mile compare as follows:—

| | |
|----------------------|--------|
| | Cents. |
| In 1904-05.. | 0.929 |
| In 1903-04.. | 0.974 |

The number of passengers carried compare as follows:—

| | |
|----------------------|-----------|
| In 1904-05.. | 2,810,960 |
| In 1903-04.. | 2,663,156 |
| Increase.. | 147,804 |

Of this increase 142,085 were local passengers and 5,719 were through passengers.
The weight of freight carried compares as follows:—

| | |
|----------------------|-----------|
| | Tons. |
| In 1904-05.. | 2,782,257 |
| In 1903-04.. | 2,664,149 |
| Increase.. | 118,108 |

There was a decrease in local freight of 3,733 tons, and an increase in through freight of 121,841 tons.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year:—

| Articles. | 1903-04. | 1904-05. | Increase. | Decrease. |
|------------------------------------|-------------|-------------|------------|-----------|
| Barrels of flour and meal.. . . . | 1,607,050 | 1,769,480 | 162,430 | |
| Bushels of grain.. . . . | 2,788,772 | 3,317,910 | 529,138 | |
| Lumber in superficial feet.. . . . | 465,379,803 | 518,434,310 | 53,054,507 | |
| Head of live stock.. . . . | 113,006 | 110,670 | | 2,336 |
| Coal in tons.. . . . | 694,761 | 602,377 | | 92,384 |
| Manufactured goods in tons.. . . . | 522,410 | 632,023 | 109,613 | |
| Cords of firewood.. . . . | 53,606 | 79,513 | 25,907 | |
| All other articles in tons.. . . . | 1,194,163 | 504,991 | | 689,172 |

There was an increase over last year in the quantity of the following articles carried:—

Flour, meal and other mill products, eggs, hay and straw, apples, calves, sheep and lambs, logs, ship timber, pulpwood, railway ties, tanbark, firewood, clapboards, laths and palings, stone, lime and cement, iron and other metals, salted, dried and canned fish, clams, molasses and leather.

There was a decrease in the quantity of the following:—Potatoes and other vegetables, butter and cheese, horses, horned cattle, pigs, lumber, pit props, telegraph poles, shingles, extract of hemlock bark, coal, ore, brick, sand, fresh fish, oysters, sugar, salted and fresh pork, salted and fresh beef, hides and skins.

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WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

| | |
|--------------------|-----------------------|
| In 1904-05.. . . . | \$8,868,826 75 |
| In 1903-04.. . . . | 7,099,982 04 |
| Increase.. . . . | <u>\$1,268,844 71</u> |

The averages compare with those of last year as follows:—

Per mile run by engines—

| | |
|--------------------|--------------|
| In 1904-05.. . . . | 88·93 |
| In 1903-04.. . . . | <u>86·32</u> |

Per mile run by trains—

| | |
|--------------------|---------------|
| In 1904-05.. . . . | 114·69 |
| In 1903-04.. . . . | <u>109·17</u> |

Working expenses per mile of railway—

| | |
|--------------------|-----------------|
| In 1904-05.. . . . | \$ 5,915 74 |
| In 1903-04.. . . . | <u>5,375 03</u> |

The rent paid to the Grand Trunk Railway Company, \$140,000, is not included in the above, as it would disturb the comparison with previous years; no corresponding change relating to the cost of any portion of the railway having been included in the working expenses previous to the year 1898-99.

The permanent way and structures and all the works of the railway received necessary repairs and are in good order.

The number of ties renewed was 730,451. Two hundred and fifty sets of switch ties were also renewed.

109·62 miles of track was reballasted, 164,440 cubic yards of ballast being used.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 63·52 miles of fences were built.

The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs, and is in good order.

Three heavy locomotives for shunting purposes were purchased to replace an equal number of smaller and lighter ones taken out of service.

Two first class passenger cars, one hundred and six box freight cars, two hundred platform cars and two hundred and fifty hopper cars were purchased; four second-class cars, five box freight cars, thirty five platform cars, one auxiliary car, one flanger car, three snow-ploughs, and one wing plough, were built in the work shops of the railway; all to replace an equal number taken out of service. The box and platform cars were of greater capacity than the ones they replaced. The two hundred and fifty hopper cars were of fifteen tons capacity each, and they were substituted for hopper cars of six tons capacity each.

STORES.

| | |
|-------------------------------------------|-------------------|
| The value of stores purchased was.. . . . | \$3,501,106 86 |
| The value of stores used was.. . . . | 4,213,938 86 |
| The value of material sold was.. . . . | <u>247,415 87</u> |

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The value of stores on hand at the end of the year was:—

| | |
|---------------------------|-----------------------|
| Miscellaneous..... | \$ 143,042 41 |
| Fuel..... | 71,461 59 |
| Track materials..... | 279,150 10 |
| Iron and steel rails..... | 677,475 58 |
| Total..... | <u>\$1,171,129 68</u> |

GENERAL.

In the month of January, 1905, the storehouse at Stellarton adjoining the engine-house was destroyed by fire.

In the month of May, 1905, the station and other railway buildings at McIntyre's Lake were destroyed by fire. Also the freight shed and cattle pen at Painsec Junction.

The winter of 1904-05 was a very cold and tempestuous one, especially in Nova Scotia and the southern part of New Brunswick, and the snow fall was much above the average. The greatest difficulty from this cause was experienced in February and March, and during those months, notwithstanding the utmost exertions of the officials and employes, the track was blockaded on several occasions, on parts of the line, and there was considerable delay and interruption to passenger and freight traffic.

The severity of the winter had a most injurious effect financially on the operations of the year, for in addition to the direct cost of clearing snow and ice from the tracks, there was an indirect cost of repairing the damage done to locomotives, snow-ploughs and other rolling stock, thus greatly increasing the operating expenses; while on the other side of the account there was loss of revenue due to the snow blockades.

It is proper that I should mention here another matter, which caused a considerable loss of revenue to the railway during the year. The summer of 1904 was unusually dry in the eastern part of Nova Scotia and in Prince Edward Island, and as a result the crop of hay was deficient. Under these circumstances, a strong appeal was made to the government for assistance to the farmers to enable them to feed their live stock, and it was decided to carry over the Intercolonial without charge, hay for the use of farmers in those districts. The quantity so carried was 36,609 tons, the Intercolonial Railway freight on which amounted to \$140,733.80, of which \$125,855.46 were refunded and deducted from the earnings of the railway during the year

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

M. J. Butler, Esq., C.E.,
Deputy Minister and Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., Sept. 13, 1905.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending June 30, 1905.

To increase accommodation at Sydney.

The new building 170' 10" long for coal house, with hoisting machinery, was completed and 504 feet of tracks required in connection with same were put in.

The freight shed was moved from the old site, which was required for the passenger station now being built and placed on new foundations on the site between York and Ferry streets. All necessary filling in and grading was done. Eleven hundred feet of tracks required in connection with the new site were put in and ballasted; a new roadway was also made between York and Ferry streets at the rear of sheds. A roadway was also made at the rear of freight shed north of York street, built two years ago. Nineteen hundred and fifty feet of tracks to car repair shop were put in.

Water service was extended, and one additional stand pipe put in. A contract was let for a brick and stone passenger station, and the work of construction is under way.

Original construction.

Under this vote, amounts were paid H. N. Paint, Pt. Tupper, the Cunard estate, North Sydney and heirs D. D. Young, Lévis, and amounts were paid for legal services in connection with the above and other cases.

To strengthen bridges.

The following spans, purchased during the last year and the present year, have been put in place: New Glasgow under-crossing, 1 span, 22 feet 6 inches, 3 spans, 44 feet 9 inches each; Perkins bridge, 35 feet 6 inches; South Cocaigne, 1 span, 28 feet 3 inches; Chisholm bridge, 1 span, 26 feet; North River, 1 span, 55 feet; Buctouche, 1 span, 34 feet; South Coal branch, 3 spans (1 span 40 feet 4 inches, 2 spans, 38 feet 4 inches each); Red Pine brook, 1 span, 24 feet 4 inches; Gordon's brook, 1 span, 47 feet; St. Alexis, 1 span, 28 feet; Tobogote, 1 span, 34 feet; West Tobogote, 1 span, 28 feet; Cedal Hall, 1 span, 29 feet; St. Moise, 1 span, 25 feet 6 inches; St. Moise tank, 1 span, 45 feet 6 inches; Ste. Flavie No. 1, 1 span, 25 feet; Ste. Flavie, No. 2, 1 span, 24 feet 4 inches; Ste. Luce No. 1, 1 span, 24 feet 3 inches; Ste. Luce No. 2, 1 span, 24 feet; Ste. Luce No. 3, 1 span, 28 feet 6 inches; St. Anaclet, 1 span, 24 feet; Bic, 1 span, 25 feet; St. Fabien No. 1, 1 span, 20 feet 9 inches; St. Fabien No. 2, 1 span, 21 feet; Trois Pistoles, 1 span, 17 feet; Isle Verte, 1 span, 21 feet 3 inches; Terryburn, 1 span, 29 feet 6 inches; Brockville public crossing, 1 span, 55 feet 6 inches; Quispamsis, 1 span, 24 feet; Darling's brook, 1 span, 25 feet 5 inches; Groom's cove 1 span, 20 feet 6 inches; Morton's mill race, 1 span, 34 feet; North and South Charlo river, 5 spans, 56 feet each.

The necessary alterations and repairs to the masonry of abutments and piers has been done, new floors put upon these bridges, and the work of reconstruction has been completed.

Halifax overhead bridge.

A very heavy highway bridge with two roadways. This bridge has ben completed as far as practicable until the rock excavation required for the third track is finished.

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The following named bridges have been strengthened by being doubled up with spans taken out elsewhere, the work involving the transfer of the doubling-up spans from their previous location and their erection at their new location: Indian brook, 2 spans; Richibucto, 3 spans; North Coal branch, 3 spans; Trois Pistoles, 1 span; Dickey's bridge, 1 span; Otter brook, 1 span; St. Anaclet, 1 span.

The following new single track bridges have been contracted for, and their construction and erection is now in progress: Sutherland river bridge, 1 span, 166 feet 6 inches; Sackville, 3 spans, 163 feet 3 inches each; La Planche bridge, 1 span, 81 feet 11½ inches; Salmon river, 2 spans, 104 feet each; Mitchell, 2 spans, 193 feet, 4 girder spans, various lengths, 2 steel trestle tower bents, 5 masonry piers and 2 abutments; St. Leonard, 2 spans, 164 feet 2½ inches, 8 girder spans, various lengths, 3 trestle towers, 9 masonry piers and 2 abutments; East river bridge, 4 spans, 86 feet each. This is a heavy double-track, 3-girder bridge, replacing a single-track old English bridge. In connection with this bridge, a temporary pile bridge was built, so that traffic would not be interfered with during the erection of the new bridge. The necessary extension to the piers and abutments is under construction.

Substructures for two single track bridges to be erected over the southwest and southeast branches of Nicolet river, near Mitchell and St. Leonard Junction station, P.Q., are under contract, but up to date preparatory work only has been done.

To increase accommodation at Lévis.

The overhead bridge bought last year was transferred to Pictou, N.S., where it will be erected in connection with the new station now under construction. A loading platform was built on the north side of the freight house. The boiler plant with induced draft apparatus that was purchased last year, has been installed. Tanks in connection with the water service were put in new station, the old passenger station was converted into a freight shed, and a loading platform built on the north side of same. The temporary baggage room which was erected for use while the station now under construction, was moved and remodelled for the use of the mechanical department.

The work in connection with the electric wiring of the umbrella roofs has been completed.

The concrete foundations for the umbrella roofs were completed. A large quantity of material for the concrete platforms has been delivered and about 1,500 square yards laid.

Additional sidings along the line..

The following sidings have been put in:—

| | Feet. |
|---------------------------------------------------------------|-------|
| Petitcodiac, extension siding | 875 |
| Sussex, extension siding | 620 |
| Quispamsis, extension siding | 272 |
| Shediac, new siding | 1,750 |
| Pt. du Chene, new siding | 1,500 |
| Debert, new siding | 1,588 |
| Debert, extension siding | 1,000 |
| Wentworth, extension siding | 250 |
| Salt Springs, new siding | 2,002 |
| Springhill Junction, new siding | 1,136 |
| Athol, new siding | 465 |
| Memramcook, extension siding | 2,000 |
| Between Glengarry and Hopewell, new crossing siding | 2,600 |
| Lansdowne, new siding | 560 |
| Sandy Cove, new siding | 190 |
| Riversdale, extension siding | 2,027 |

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| | Feet. |
|---------------------------------------------------|-------|
| Hilden, extension loading siding | 545 |
| Brookfield, extension loading siding | 2,420 |
| Oxford Junction, extension siding | 1,400 |
| Tufts Cove, new siding | 275 |
| Brierly Brook, extension siding | 930 |
| Merigomish, extension siding | 401 |
| Christmas Island, new crossing siding | 1,470 |
| Alba, extension siding | 867 |
| Coal Branch, extension siding | 428 |
| Adamsville, extension siding | 550 |
| Barnaby River, extension siding | 1,600 |
| New Castle, new siding | 4,900 |
| Gloucester Junction, new siding | 1,400 |
| Beresford, extension siding | 340 |
| New Mills, new siding | 1,508 |
| Beaver Brook, new siding | 805 |
| Red Pine, new siding | 2,200 |
| Campbellton, new siding | 1,682 |
| Campbellton land purchased for siding. | |
| Assamctquagan, new siding | 398 |
| Beau Rivage, new siding | 520 |
| St. Moise, new siding | 431 |
| Ste. Luce, extension siding | 720 |
| St. Anaclet, new siding | 1,616 |
| Bic, extension siding | 550 |
| St. Fabien, extension siding | 1,600 |
| St. Simon, extension siding | 700 |
| Trois Pistoles, extension siding | 775 |
| St. Eloi, extension siding | 800 |
| St. Arsene, extension siding | 700 |
| Cacouna, extension siding | 202 |
| St. Phillippe de Neri, extension siding | 1,300 |
| St. Pacome, extension siding | 600 |
| Ste. Anne, new siding | 1,125 |
| Ste. Louise, extension siding | 300 |
| St. Jean Port Joli, extension siding | 500 |
| Cap St. Ignace, extension siding | 1,700 |
| Ste. Helene, extension siding | 1,023 |
| Forestdale, new siding | 845 |
| St. Edward, new cross over siding, | 124 |
| St. Edward, extension siding | 801 |
| Nelson, extension siding | 704 |
| Stewiacke, extension crossing | 300 |
| Johnstone's Road, new spur | 440 |
| Sultan Road, new spur | 450 |
| Chatham Junction, ext. siding | 150 |
| Cushman's Ballast Pit, new siding | 910 |
| Chelmsford, new spur | 312 |
| Grey Rapids, new siding | 338 |
| Coughlan's, ext. siding | 576 |
| Upper Blackville, ext. siding | 470 |
| Weaver's, ext. siding | 500 |
| Hurley's Brook, new spur | 200 |
| Carroll's, new spur | 452 |

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| | Feet. |
|-------------------------------------------|-------|
| McNamee's, ext. siding. | 600 |
| Astles, ext. crossing siding. | 495 |
| Penniac, ext. siding. | 600 |
| Gibson, new spur. | 1,225 |
| Pictou, landing siding completed. . . . . | .... |
| Glengarry, loading siding. | 450 |
| Meadow, crossing siding. | 2,100 |

Increased accommodation and facilities along the line.

The following work was done under this appropriation:—

- Pomquet platform was extended 89 feet.
- Belmont platform was extended, cellar and drain provided.
- Alton, loading platform and new station provided.
- South River, platform extended 88 feet.
- Afton, platform extended 75 feet.
- Antigonish, loading platform, 127 feet.
- Charlo, addition to station.
- St. Pacome, station remodelled and enlarged and loading platform provided.
- Montmagny, extension to station.
- Ste. Anne, station remodelled and enlarged.
- Rogersville, station enlarged and baggageroom provided, platform ext.
- Bathurst, addition to freight shed.
- Oxford Junction, extension to freight shed and platform extended 272'.
- Campbellton, toilet accommodation put in freight shed, platform extended and cattle pen provided.
- Bayfield Road, new station provided, old station converted into a freight shed and baggage room.
- Hilden station, enlarged and improved, and freight shed provided.
- Mulgrave, freight shed provided and platform extended.
- Salmon Lake, station provided, land purchased, existing building moved and new platform built.
- Sussex, addition to freight shed and additional land purchased.
- Canaan, freight shed and station remodelled, platform ext., and cattle pen provided.
- St. Charles Junction, addition to station.
- Shubenacadie, addition to freight shed and extension to platform.
- Granton, station.
- Ste. Louise, addition to station and dwelling.
- Villeroy, new station.
- McKinnon's Harbour, improvements to loading ground, and extension to platform.
- Brierly Brook, extension to platform, 100 feet.
- Mitchell, dwelling for agent and freight shed provided.
- Debert, new freight shed and extension to platform.
- Rimouski, addition to ice house and platform extended.
- Nash's Creek, addition to station.
- River John, remodelled station.
- St. Paschal, station enlarged.
- Rivière du Loup, ice house.
- New Glasgow, addition to baggage room.
- Valley, platform extended 175 feet.
- Lansdowne, platform extended 170 feet.
- Brookfield, platform extended 215 feet.
- Fairview, platform extended 150 feet.

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Elmsdale, platform extended 275 feet.
 Glengarry, platform extended 170 feet.
 Ste. Flavie, addition to ice house.
 St. Alexis, addition to station and water supply.
 Laurier, freight shed and platform provided, and cellar enlarged.
 St. Romuald, cellar under station enlarged and drain provided.
 George's River, platform extended 80 feet.
 Boiesdale, platform extended 100 feet.
 Boiestown, new platform 160 feet.
 Point Rouge, shelter provided.
 River Glade, cattle pen built.
 Renforth, shelter provided.
 Boundary Creek, built cattle pen.
 Salisbury, addition to baggage room and platform extended.
 Bayfield, platform provided.
 Petitcodiac, platform extended 120 feet.
 Folley, platform extended 150 feet.
 Browne's Crossing, shelter and platform provided.
 Westchester, platform extended 140 feet.
 Barney's River, platform extended 100 feet.
 West Merigomish, platform extended 100 feet.
 Piedmont, platform extended 75 feet.
 Iona, platform extended 75 feet.
 Flat Lands, platform extended 55 feet.
 West River, platform extended 275 feet.
 Marshy Hope, platform extended, 130 feet.
 Charlotte, freight shed built.
 St. Edwards, freight shed built.
 St. George, freight shed built.
 St. Cyrille, freight shed built.
 Tracadie, improvements to station.
 Kempt, a new station provided and platform.
 Belledune, Church Road, a new station provided.
 St. Helene, station enlarged and freight shed provided.
 Millerton, platform extended.
 Alba, platform extended 100 feet.
 Chatham Junction, freight shed enlarged and platform extended.
 McKay's Siding, station under construction.
 L'Islet, station enlarged.
 St. Pierre, piling ground enlarged.
 Wallace Bridge, platform extended, and cattle pen provided.
 Shubenacadie, platform extended 80 feet.
 Petit Roche, addition to station.
 Maccan, a new station under construction.
 Pirate Harbour, a nine stall engine house was built, also a building erected for use of stores and offices.
 Rockingham, platform extended.
 King's platform for freight and passengers.
 Lutz, platform for freight and passengers.
 Union, plans and specifications were prepared for a new station and tenders asked.

New superstructure Restigouche bridge.

The three remaining spans of the superstructure of this bridge, that could not be erected previous to the close of the fiscal year 1903-04 have been erected and completed; also an entire new floor placed over the whole bridge.

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To dredge and blast rock at deep water terminus, Halifax.

Dredging and blasting was carried on and 1,947 cubic yards were removed during the year.

Improvements at Little Metis and diverting public road.

The road was diverted at this place.

New station at Windsor, N.S.

Plans and specifications were prepared for station, tenders asked, and contract let, and work of construction is in progress now. Plans and specifications were prepared for an addition to the existing freight shed, making it just as large again as it is at present. Tenders were called for the work, but it was afterwards decided to change the location of shed, new tenders are to be asked for. In connection with the new location of shed it will be necessary to rearrange the tracks in the yard to some extent.

To increase accommodation at Amherst.

An engine house was provided, yard rearranged, additional siding requiring a large amount of grading, were put in. Improvements were made to the storage yard and cattle pen enlarged.

To increase water supply.

Under this vote, improvements were made at the following places along the line: Piedmont, Ste. Luce, Sacre Cœur, Ashton Junction, Avondale, Bayfield Road, Rivière Ouelle, Springhill Junction, Mitchell, Manseau.

A keystone driller was purchased for boring wells, also 16 automatic standard pipes, and water pipe provided for extending water service at the following places: Trois Pistoles, Ste. Anne, Drummondville, St. Fabien, Bathurst and L'Islet.

Increased accommodation at Amqui.

A contract was let for a new station, for which plans and specifications were prepared last year, and is now completed.

The platform was extended and some grading done for new yard, additional sidings were put in. The old station and freight shed were moved across the tracks and converted into a freight shed.

To increase accommodation at Stellarton.

A new passenger station, baggage room, office and stores building have been provided. The freight shed was removed from the site of the new passenger station to present location. The main 18" sewer was extended 1,000 feet. Cement, sand and gravel for concrete platforms are part delivered on ground.

Engine house, machine shop, &c., at Rivière du Loup.

The 24 stall engine house was completed and supplied with steam boilers, steam pumps, air compressors, induced draft plant, hot blast system of heating, steam pipes, air and water pipes. Water service extended, additional sidings put in and grading done.

Engine house, &c., Chaudière Junction.

The 18 stall engine house which was under construction last year has been completed, and steam boilers, steam pumps, air compressor, induced draft plant, hot blast system of fan heating, steam pipes and air and water pipes have been installed.

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The water service was extended and a contract let for the erection of an 80,000 gallon water tank, the work of construction is well under way. Additional sidings put in and some grading done in the new yard.

Increased accommodation at St. John.

The building for stores and offices, for which the contract was let last year, has been completed.

Plans and specifications were prepared for an extension of train shed and baggage room, and tenders called for.

The electric light and water service at the new engine house was extended. The east end of the yard was extended, additional tracks put in and some grading done. The steam boilers, steam pumps, air compressor, induced draft plant, hot blast fan system of heating steam pipes, air and water pipes were installed in new engine house, an ash pit was also provided at the new engine house.

Plans and specifications were prepared for the two overhead bridges for which tenders will be asked shortly.

To increase accommodation at Halifax.

The properties on upper side of Water street between North street and grain elevator, have been purchased. Work was completed in connection with installing electric plant in power house, North street, including wiring of Richmond sheds, yard and other buildings.

Concrete floors laid and other alterations were made to admit new boilers.

Considerable dredging was done at piers Nos. 8 and 9 and for new quay wall. The creosoted pile pier for which the contract was let last year has been completed.

Freight shed on this pier has also been completed.

Quay wall of cribwork—the lumber and round logs for the structure have been delivered and the work of construction is being done under contract, and is well advanced.

A new building was erected at North street for Pintsch gas plant. A second story was erected on pier No. 2 shed for increased accommodation for immigrants; an overhead gallery from No. 2 shed to the immigration building and across the yard between No. 2 shed and No. 3 shed, is under construction.

The old buildings were all removed from the land purchased last year between the elevator building and Cornwallis street; the work of grading for the extension of tracks on this property has been completed. Bills were prepared for a creosoted pile wharf and freight shed, and tenders were invited for the material.

To increase accommodation at Piclou.

Plans and specifications were prepared, tenders called for, and a contract let for a brick and stone passenger station, and the work of construction is now going on.

Plans and specifications were prepared, tenders called for, and a contract let for a new creosoted wharf. Creosoted piles and hard pine required for same have been ordered and part delivered on the ground. The Primrose mill property has been purchased for site of a 9 stall engine house for which plans and specifications have been prepared and tenders will be asked for shortly.

Improvements at North Sydney.

The construction of a new freight shed has been completed, the old freight sheds were moved from their existing location to the end of new shed and connected therewith; sidings required were put in and yard graded. Additional land was purchased for yard accommodation.

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To increase accommodation at Moncton.

Plans were prepared for a second story to the brick car shop. The steel work was supplied by contract and erected by days labour.

The balance of the work is also being done by days labour.

Plans were prepared for a building to be used for stores and offices, but on account of proposed changes in other buildings the work of construction was not taken in hand. An extension was made to the existing freight shed and the unclaimed shed moved to new location. An underground oil storage with capacity of 7,500 gallons was installed at the Pintsch gas plant, for storage of oil for gas purposes. The fan system of heating for the extension of the two car shops has been installed.

To increase accommodation at Ste. Flavie.

The twelve-stall engine house and annex and turntable has been completed. The steam boilers, steam pumps, air compressor, induced draft plant, hot blast system of heating, steam pipes, air and water pipes, have been installed in the new engine house. The old engine house being unfit for further use was torn down.

A building for the use of stores and offices, was built by contract, an eighty thousand gallon water tank was erected. Improvements were made to the water service.

Yard was rearranged, additional tracks put in, and some grading done.

An addition was made to the ice house.

Towards improving ferry service, Strait of Canso.

Constructed a cribwork protection pier at Pt. Tupper; work was commenced September, 1904, and was finished December 27, 1904. This was very severely tested with ice this spring, and has proved a first-class job. The transfer ferry bridge pedestals at Mulgrave were strengthened.

A new coal hoist and trestle was built at Pt. Tupper.

Protection to Grand Narrows bridge.

The timber and round logs required for this work were purchased by the railway and have all been delivered, and the work of construction and filling with stone ballast is being done under contract.

Semaphores at stations.

Long magneto electric semaphores were installed at Trenton and Oxford Junction.

Portable plant for boring and cutting rails.

This plant has been provided.

Extension to Sydney Mines.

The grading for this work was commenced October 15, 1904, and discontinued November 15, on account of severe weather, and work was resumed May 15, and grading is being done as quickly as the nature of the work permits. On account of the Nova Scotia Steel and Coal Company objecting to the line running parallel to theirs between stations 28 and 60, the work on this part had to be discontinued. One concrete and three cedar culverts have been built and the work of grading is well advanced. Tenders have been asked for the grading and tracklaying on the North Sydney end.

Diversion of Line at St. Leonard Junction.

Part of the right of way has been paid for, and the balance has been expropriated. The grading was done by contract and completed—1.23 miles including sidings.

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Diversion of line at Mitchell.

Part of the right of way has been paid for, and the balance has been expropriated. The work of grading was done by contract and completed—1.59 miles, including sidings.

To reduce curve at Birch cove.

The work is being done under contract and is well advanced.

Double-tracking parts of line.

The grading for double-tracking from Bedford bridge to Windsor Junction, 5.80 miles, including sidings, has been completed. The grading has been about half completed for double track between Stellarton and New Glasgow, 1.95 miles, including sidings. Between Bockingham and Bedford this work is under contract, and about 75 per cent completed, 5.08 miles, including sidings. Between Moncton and Painsec Junction, 7.48 miles, including sidings, and between Hadlow and Chaudière curve, 6.03 miles, including sidings. Surveys have been made, and plans are in course of preparation for receiving tenders.

The substructure of a three-span double-track bridge over the Sackville river at Bedford, N.S., is under contract, and some preparatory work done.

Steel rails and fastenings.

During the year, 30,734²⁰⁴³/₂₂₄₀ tons of 80-pound rails were purchased for relaying the track with heaviers rails.

Increased accommodation at Truro.

The land required for new engine house was purchased, and considerable grading and excavation done on the site of the building. A contract was let for a 30-stall engine house, and the work of construction of same is well advanced. A contract was also let for an extension to the freight shed, which has been completed. Plans and specifications were prepared for the boilers, induced draft plant, steam pumps, air compressor, hot blast system of heating, and pipe fittings, for the new engine house.

Improvements at Drummondville.

Plans and specifications were prepared, tenders asked for, and a contract let for a new brick and stone passenger station, and the work of construction is well advanced. Land for site of new station has been bought and paid for.

Improvements at Rivière Ouelle.

The existing station was enlarged, a baggage room and a dwelling for agent provided.

Station at St. Moise.

A contract has been let for a station building, and work of construction is going on.

Increased accommodation at Antigonish.

A contract was let for a new station, and the work of construction is in progress now. The yard was rearranged and grading done.

To eliminate two road crossings at rail level at Cape Road crossing, Dorchester.

A subway was put in which consisted of excavation and two stone abutments on concrete foundations, with rolled 'I'-beam top.

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Siding at St. Romuald.

This siding has been put in.

Improvements at Sackville.

Nothing was done under this vote during the year.

Improvements at Memramcook.

A piece of land was purchased for station site. A contract let and a new station erected, also a new station yard graded.

Improvements at Enfield.

Nothing was done under this vote.

Additional sidings and spur line.

The spur line to Powers' Mills, near St. Pacome station, 1·27 miles, has been well advanced, and is now in use since last December, although not yet entirely completed.

The spur line from Trois Pistoles bridge to Prince's Mills was under construction during the year but was not completed.

I have the honour to be, sir,

Your obedient servant,

W. B. MACKENZIE,

Chief Engineer.

D. POTTINGER, Esq.,

General Manager, Government Railways.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,

MONCTON, N.B., August 31, 1905.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending June 30, 1905.

TRACK.

During the year 118·20 miles of 56, 58, 67, 80 and 110-pound rails were taken up and 63·91 miles of 56, 58, 67, 80 and 110-pound rails were relaid.

TIES.

During the year 730,451 ordinary ties, and 250 sets of switch ties were put in.

BALLASTING.

During the year 109·62 miles of track was ballasted, using 149,551 cubic yards of gravel, and 14,889 cubic yards of ashes and cinders.

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SWITCHES AND SEMAPHORES.

Distant electric semaphore signals were erected at the following stations:—

| | | | |
|-------------------------|---|----------------------------|---|
| Hampton | 1 | Richmond | 1 |
| Marshy Hope | 2 | Heatherton | 2 |
| Halifax, D.W.T. | 1 | Pompquet | 2 |
| Tracadie | 2 | South River | 2 |
| Trenton | 1 | Chatham Junction | 1 |
| Chatham | 1 | Gibson | 3 |
| Jacquet River | 1 | St. Moise | 1 |
| St. Pierre | 1 | St. Pacome | 2 |

Two hundred and eighteen new switches were installed during the year.

New telegraph signals were provided at the following stations:—

| | |
|------------------|-------------------|
| Fairview, | Blackville, |
| Gibson, | Chatham, |
| Bayfield, | Chatham Junction, |
| Marysville, | Loggieville, |
| Fredericton, | Nelson, |
| Cross Creek, | Kempt, |
| Boiestown, | Amqui, |
| Doaktown, | Salmon Lake. |
| Rivière du Loup, | |

Necessary repairs were made to all semaphores, switches and station telegraph signals, throughout the line.

SIDINGS.

During the year 2·59 miles of additional siding accommodation has been provided at different points on the line.

FENCE BUILT BY OUR OWN MEN.

21·11 miles of new Page wire, and 1·08 miles of second-hand barbed wire, were built at different points on the line.

Necessary repairs were made to fences throughout the line.

41·33 miles new Strathy wire fence built by contract.

SNOW FENCES.

There was built during the year, 40 rods of stationary snow fence, 8 feet high; 2,923 rods, 10 feet high; 123 rods, 12 feet high, and 1,457 rods of portable snow fence.

Necessary repairs were made to snow sheds and snow fences where required.

WHARFS AND TRESTLES.

Repairs.

St. John, top of ballast wharf.
 St. John, coal shed trestle.
 St. John, platform at long wharf.
 Pt. du Chene, wharf.
 Springhill, coal trestle.
 Richmond, Halifax, coal trestle.

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Richmond, Halifax, turntable.
 Richmond, Halifax, pier No. 2.
 Richmond, Halifax, pier No. 4.
 Richmond, Halifax, pier No. 6.
 Richmond, Halifax, buffer, pier No. 4.
 Richmond, Halifax, pier No. 3.
 Richmond, Halifax, pier No. 8.
 Truro, coal trestle.
 D.W.T., Halifax, fenders.
 Pictou, wharf.
 Pictou, copper crown trestle.
 Merigomish, cribwork, approach to bridge.
 Mulgrave, wharf.
 North Sydney, wharf.
 Point Tupper, dock.
 Penniac, retaining wall.
 Cross Creek, wharf and trestle, cribwork protection.
 Chatham, wharf.
 Newcastle, coal trestle.
 Dalhousie, wharf.
 Rivière du Loup, trestle.
 Lévis, cribwork.
 Lévis, wharf.
 Hadlow, Princess pier, wharf.

New Work.

St. John, mooring post at ballast wharf.
 Halifax, shed, pier No. 2.
 Sandy Cove, cribwork in siding.

Alterations.

Richmond, coal trestles.

BRIDGES AND CULVERTS.

Repairs.

St. John, top of Wall street bridge.
 Nauwigewauk, culvert.
 Salmon River, bridge.
 St. John, Jardine's bridge.
 Hall's Creek, bridge.
 Dorchester street, St. John, foot bridge.
 Portage Ballast, Pit Branch, bridge.
 Portage Ballast, Pit Branch, 3 culverts.
 Fort Lawrence, bridge.
 Nappan, overhead bridge.
 Nappan, culvert.
 Between Maccan and Truro, culverts.
 Wentworth, culvert.
 Greenville, culvert.
 Thomson, culverts.
 Graham's, 1 mile west of, culvert.
 Graham's, $\frac{1}{2}$ mile west of, culvert.

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Graham's, $\frac{1}{2}$ mile west of, culvert.
Milford, yard, culvert.
Enfield, culvert.
Alton, $\frac{1}{2}$ mile west of, culvert.
Brown's Crossing, culvert.
Graham's, culvert.
Steven's Siding, culvert.
Brookfield, culvert.
Windsor Junction, culvert.
Malcolm Siding, culvert.
Elmsdale, culvert.
Shubenacadie, bridge.
Alton, bridge.
Glengarry, bridge, Ohisholm's Brook.
Richmond, culvert.
Conn's Mills, bridge top.
Canfield, bridge top.
River John, bridge top.
Tatamagouche, culvert.
McKay's Bridge, bridge top.
Benjamin's, bridge top.
Gasse's Bridge, bridge top.
West River, bridge.
Denmark, culvert.
River John, culvert.
Sylvester, culvert.
Lyon's Brook, 2 culverts.
Tatamagouche, bridge top.
Pictou, culvert.
New Glasgow, bridge.
Dewar's, bridge.
South River, culvert.
Sutherland's River, bridge.
Linwood, Stewart's bridge.
Monastery, bridge.
Pine Tree, bridge.
East River, bridge.
Gillis' Cove, bridge top.
Alba, bridge top.
McKinnon's Harbour, bridge top.
Jamesville, bridge top.
Christmas Island, bridge top.
Grand Narrows, East, culvert.
Cooper's Pond, bridge.
McKenzie's Siding, culvert.
Shenacadie, West, culvert.
Shenacadie, bridge top.
Shenacadie, culvert.
Shenacadie, 2 miles East, culvert.
Beaver Cove, bridge top.
Beaver Cove, 1 mile east, bridge top.
Boiesdale, 2 miles west, culvert.
Boiesdale, bridge top.
Barrachois, 1 mile west, bridge top.
Campbell's Bridge, bridge top.

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Leiche's Creek, West, bridge.
Fresh Water Cove, new top and cribwork.
Munroe's, bridge top.
Orangedale, bridge top.
Grand Narrows, culvert.
Iona Bluffs, culvert.
Grand Narrows, rest pier.
Barrachois, 2 culverts.
Estmere, bridge.
West Bay Road, culvert.
Boiestown, bridge.
Penniac, bridge.
Zionville, culvert.
McKenzie, bridge.
Nelson Hollow, bridge.
Doaktown, bridge.
Blackville, bridge.
Durham, bridge.
Barnaby River, culvert.
Adamsville, culvert.
Indiantown Branch, culverts.
Coal Branch, culvert.
Cocaigne River, bridge.
Buctouche River, bridge.
Berry's Mills, culvert.
Dalhousie Junction, culvert.
Jacquet River, bridge.
Section 67, bridge.
Section 62, bridge.
Section 55, bridge.
Section 66, culvert.
Dalhousie Branch, culvert.
Section 72, culverts.
Section 65, culverts.
Section 64, bridge.
Section 68, culvert.
Restigouche River, culvert.
Gordon's Brook, bridge.
St. Alexis, bridge.
Indian Brook, bridge.
Tobogote, bridge.
St. Simon, bridge.
Otto Brook, bridge.
St. Fabien, culvert.
St. Eloi, culvert.
Isle Vert, culvert.
St. Simon, culvert.
St. Anaclet, culvert.
St. Joseph, bridge.
Between St. Romuald and Chaudière Curve, culvert No. 12.
St. Jean, Port Joli, west of, culvert No. 4.
Old Lake Road, culvert.
St. Henri Branch, culverts.
Ste. Anne, bridge.
St. Paschal, culvert.

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Trois Saumons, bridge.
 St. Jean, Port Joli, bridge.
 St. Jean, Port Joli, culvert.
 Ste. Louise, bridge.
 Section 225, culvert.
 Section 119, culvert.
 St. François Station, west of, culvert.
 St. Perpetue, culvert,
 Forestdale, culvert.
 St. Germain, culvert.
 St. Leonard, culvert.
 St. Eugene, culvert.
 St. Wenceslas, east of, culvert.
 Forestdale, bridge.
 Nicolet, culvert.
 Drummondville, west of, culvert.
 Drummondville Yard, culvert.

MASONRY WORK DONE.

Repairs.

St. John, Wall street bridge.
 Apohaqui, culvert. •
 Sussex, culvert.
 Sussex, culvert.
 Moncton, ash pits in yard.
 Sackville, bridge pier.
 Amherst, $\frac{1}{4}$ mile east of, beam culvert.
 Amherst, subway.
 Calhoun's, beam culvert.
 Bulmer's Siding, culvert.
 Westcock Siding, cattle guard.
 Little Forks, bridge.
 Little Forks, culvert.
 Little Forks, $\frac{1}{4}$ mile east of, box culvert.
 Little Forks, $\frac{1}{4}$ mile east of, open culvert.
 Little Forks, $\frac{1}{4}$ mile west of, beam culvert.
 Springhill Junction, yard, box culvert.
 Thomson, 2 miles west of, pipe put in.
 Thomson, 1 mile east of, box culvert.
 Thomson, $1\frac{1}{2}$ mile east of, box culvert.
 Thomson, $1\frac{1}{2}$ miles east of, box culvert.
 Thomson, $\frac{1}{4}$ mile east of, arch culvert.
 Wentworth, open culvert.
 Londonderry, box culvert.
 Truro, 3 miles south of, beam culvert.
 Brookfield, yard, box culvert.
 Brookfield, station, box culverts.
 Brookfield, east of, meadow bridge.
 Brookfield, 1 mile east of, culvert.
 Brookfield, 1 mile west of, culvert.
 Graham's Siding, beam culvert.
 Graham's Siding, $\frac{1}{4}$ mile west of, culvert.
 Graham's Siding, $\frac{3}{4}$ mile west of, culvert.
 Graham's Siding, 1 mile west of, culvert.

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Shubenacadie, bridge.
Milford, culvert.
Milford, station yard, culvert.
Elmsdale Tank, box culvert.
Elmsdale Tank, west of, box culvert.
Enfield, station, culvert.
Alton Tank, $\frac{1}{2}$ mile west of, box culvert.
Between Windson Junction and Wellington, beam culvert.
Steven's Siding, west of, beam culvert.
Windsor Junction, tank, culvert.
Malcolm's Siding, culvert.
Bulmer's Crossing, culvert.
Kinsack, 1 mile east of, culvert piping.
Riversdale, east of, cattle guard.
Riversdale, east of, bridge seat.
Lansdowne, $\frac{1}{2}$ mile east of, culvert.
Glengarry, culvert.
Lorne, $\frac{1}{2}$ mile east of, culvert.
Lorne, $1\frac{1}{2}$ miles east of, culvert, piping.
Lorne, 1 mile east of, culvert.
Meadow Siding, box culvert.
New Glasgow, Harris' crossing.
New Glasgow, culvert.
New Glasgow, $\frac{1}{2}$ mile west of, bridge pier.
West Merigomish, culvert.
Merigomish, bridge.
Merigomish, crossing.
Piedmont, culvert.
Trenton, Cameron's crossing.
Trenton, culvert.
Ottawa Brook, trestle.
Ottawa Brook, bridge.
Grand Narrows, bridge.
Leitches' Creek, bridge.
Ball, bridge.
Sydney River, bridge.
French River, bridge.
Tatamagouche, bridge.
Horne's Brook, bridge.
Middle River, bridge.
Kear's Gulch, bridge.
Jamesville, east bridge.
Jamesville, west bridge.
Walker's Gulch, bridge.
Campbellton, $2\frac{1}{2}$ miles west of, culvert.
Campbellton, 3 miles west of, box culverts.
Campbellton, $3\frac{1}{2}$ miles west of, culverts.
Moffatt's $\frac{1}{2}$ mile west of, Gordon's bridge.
Ste. Flavie, 2 miles east of, Arch culvert.
St. Alexandre, west of, culvert.
St. Alexandre, east of, culvert.
St. Francois, west, cattle guards.
St. Francois, west, culvert.
St. Francois, station $\frac{1}{2}$ mile west, culvert.
St. Charles Junction, $\frac{1}{2}$ mile west of, culvert.

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St. Henri, station, culvert.
St. Henri, west of, culvert.
St. Henri, 2 miles west of, bridge.
St. Charles Station, culverts.
St. Jean Chrysostome, east of, cattle guard.
Nicolet, bridge.
Drummondville, bridge.

PAINTING.

Bridges.

Front Creek.
Bridge No. 12, east of Truro.
Pictou Harbour.
Middle River.
Dewar's, east of Avondale station.
No. 6 Bridge, east of Avondale station.
Antigonish.
Pomquet.
South River.
Merigomish.
New Mills,
Charlo,
Benjamin River,
Benjamin River, millrace,
Belledune,
Mill Creek,
Bartibogue,
Elm Tree,
South Miramichi,
Debert,
East of Green Point flag station,
Truro, overhead,
Truro, Mud Creek,
Salmon River,
North River,
Belmont River,
Jordon's,
Elmsdale,
Lydia Brook,
Kouchibouche,
Barnaby River, second crossing,
Barnaby River, third crossing,
Rivière du Loup,
Little Metis,

BUILDINGS AND PLATFORMS.

Repairs.

St. John, coal shed.
St. John, train shed.
St. John, No. 3 shed..
St. John, loading platform, ballast wharf.
St. John, tenement house No. 4.

St. John, Irving House.
St. John, loading platform.
St. John, water meter house.
St. John, No. 9 shed, long wharf.
St. John, office, loading platform.
St. John, No. 1 and 2 freight sheds.
St. John, round house.
St. John, coal shed chute.
St. John, office, No. 4 shed.
St. John, floor, No. 9 shed.
St. John, cellar, new freight house.
St. John, freight shed No. 7.
St. John, freight shed No. 2.
St. John, tool house.
St. John, station platform.
St. John, loading platform.
Brookville, station platform.
Brookville, platform railing.
Brookville, station steps.
Torryburn, station.
Riverside, station.
Rothsay, station.
Rothsay, platform.
Armstrong's, shelter.
Quispamsis, platform.
Quispamsis, freight house.
Quispamsis, hand-car house.
Model Farm, sheathed w.c.
Jubilee, station.
Jubilee, platform.
Jubilee, flooring.
Nauwigewauk, platform.
Nauwigewauk, cattle platform.
Nauwigewauk, station.
Nauwigewauk, tool house.
Lakeside, platform.
Hampton, station roof.
Hampton, platform.
Passekeag, platform.
Bloomfield, platform.
Bloomfield, station.
Norton, platform.
Norton, tool house.
Secord's, platform.
Apohaqui, platform.
Apohaqui, station.
Sussex, platform.
Sussex, coal shed.
Sussex, platform.
Sussex, engine house, smoke stacks.
Sussex, loading platform.
Sussex, tool house.
Sussex, freight house.
Sussex, station.

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Plumweseep, sheathed w.c.
Penobsquis, platform.
Penobsquis, station.
Penobsquis, sheathed waiting room.
Penobsquis, loading platform.
Anagance, platform.
Anagance, station roof.
Petitcodiac, freight house.
Petitcodiac, platform.
Petitcodiac, station.
Petitcodiac, station office.
Petitcodiac, station roof.
River Glade, cattle pen.
River Glade, station.
Salisbury, loading platform.
Salisbury, baggage room.
Salisbury, station.
Salisbury, dwelling and station.
Boundary Creek, station.
Boundary Creek, cattle pen.
Moncton, ice house.
Moncton, round house roof.
Moncton, brick car shop.
Moncton, machine shop.
Moncton, trackmaster's old office.
Moncton, round house floor.
Moncton, ventilator, Pintsch gas house.
Moncton, coal bin transfer shed.
Moncton, fan house, brick car house.
Moncton, temporary lumber shed.
Moncton, station platform.
Moncton, check office.
Moncton, windows, freight shed.
Moncton, freight house platform.
Moncton, shingle roof of paint shop.
Moncton, government cottages.
Moncton, platform between cattle pen and transfer shed.
Moncton, sheathed cellar, cottage No. 6.
Moncton, w.c. for No. 4 cottage.
Moncton, mixing room, paint shop.
Moncton, door, old round house.
Moncton, shed for new planer.
Moncton, battery stands, basement of rest house.
Moncton, boiler shop floor.
Moncton, motion shop floor.
Moncton, paint shop floor.
Moncton, erecting shop floor.
Moncton, platform, east end paint shop.
Moncton, tube shop roof.
Humphrey's, shelter.
Dorchester Road, platform.
Shediac, freight house.
Shediac, platform.
Point du Chene, station.
Point du Chene, round house.

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Painsec Junction, platform.
Painsec Junction, station.
Calhoun's, station doors.
Memramcook, station windows.
College Bridge, station and platform.
Upper Dorchester, platform.
Dorchester, station.
Sackville, station.
Aulac, platform.
Amherst, platform.
Amherst, bond room.
Amherst, freight house.
Amherst, cattle pen.
Amherst, station.
Nappan, station.
Athol, station.
Springhill Junction, platform.
Springhill Junction, station and freight house.
River Philip, platform.
Oxford Junction, platform.
Oxford Junction, coal sluice at pump house.
Wentworth, platform.
Debert, cattle pen.
Debert, coal shed.
Debert, station and platform.
Belmont, station cellar.
Belmont, platform.
Truro, round house doors.
Truro, watchman's shanty.
Truro, McDonald's coal trestle.
Truro, restaurant door.
Truro, station, spout, flag pole and roof.
Truro, west coal drop.
Truro, Smoke Jack oil stove.
Brookfield, freight house.
Shubenacadie, freight house.
Milford, covering well.
Elmsdale, freight house door.
Wellington, station.
Bedford, station roof.
Fairview, station and kitchen.
Richmond, oil house.
Richmond, floor, power house.
Richmond, shed No. 8.
Richmond, blacksmith shop.
Richmond, watchman's shanty.
Richmond, platform.
Richmond, cattle pen.
Richmond, ash pit timbers.
Richmond, fitting shop, floors.
Richmond, roof of tenement house, W. C. Ross.
Richmond, coal trestle chute.
Richmond, tool shanties.
Richmond, gates of cattle shed.
Richmond, floor, machine shop.

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Richmond, machine shop.
Richmond, wall of round house and roof.
Richmond, coal shed.
Richmond, station.
Richmond, car shop and roof.
Halifax, North street, retaining wall.
Halifax, North street, concrete walks.
Halifax, North street, metal sheathing.
Halifax, North street, baggage room doors.
Halifax, North street, boiler room, power house.
Halifax, D.W.T., shed, pier No. 2,
Halifax, D.W.T., sheds, 1, 2, 3 and 4.
Halifax, D.W.T., customs office.
Halifax, D.W.T., freight shed.
Halifax, D.W.T., metal sheathing.
Halifax, D.W.T., grain elevator, sheathing.
Halifax, D.W.T., immigration building.
Halifax, D.W.T., immigration building, overhead.
Halifax, D.W.T., passage.
Halifax, D.W.T., counter for office.
Halifax, D.W.T., freight house.
Halifax, platform.
Halifax, shelving, P. S. & D. car department.
Halifax, concrete foundation, electric plant.
Halifax, round house, doors of power house.
Halifax, ash pits.
Halifax, roof of wash house.
Halifax, book case, office of D.F.A.
Halifax, roof and doors, grain elevator.
Halifax, dynamo room, electric plant.
Halifax, coach awning shed.
Halifax, skylights, train shed.
Halifax, shunters' shanties.
Halifax, D.A.R. freight shed.
Halifax, power house.
Riversdale, platform and dwelling apartments.
West River, station.
Glengarry, loading platform.
Hilden, loading platform.
Eureka, window in office.
Alton, station.
Waverley, platform.
Waverley, freight shed.
Tuft's Cove, platform.
Dartmouth, passenger platform.
Dartmouth, station.
Dartmouth, engine house.
Westville, station platform.
Westville, agent's dwelling, cellar.
Westville, freight shed.
Westville, station, shelving.
Westville, platform.
Sylvester, platform.
Lockbroom, station.
Pictou, engine house.

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Pictou, freight shed, office.
Pictou, baggage room.
Pictou, ice house.
Pictou, station.
Scotsburn, storm windows.
Meadowville, station flue.
Tatamagouche, storm windows.
Malagash, storm windows.
Wallace Bridge, station platform.
Pugwash Junction, platform.
Pugwash, smoke jack, engine house.
Oxford, agent's dwelling.
Oxford Junction, coal shed.
Stellarton, platform.
Stellarton, round house.
Stellarton, car shop.
Stellarton, car shed.
Stellarton, station.
New Glasgow, station platform.
New Glasgow, loading platform.
New Glasgow, platform, George street crossing.
New Glasgow, station.
New Glasgow, freight shed.
New Glasgow, ice house.
New Glasgow, w.c.
West Merigomish, freight shed.
Merigomish, station.
Merigomish, w.c.
Piedmont, station.
Avondale, station.
Barney's River, station.
Marshy Hope, platform.
Marshy Hope, station.
James River, station.
Brierly Brook, platform.
Antigonish, platform.
Antigonish, freight shed.
Antigonish, cattle pen.
Antigonish, station.
South River, platform.
South River, station.
Pomquet, coal shed.
Pomquet, station.
Bayfield, coal house.
Tracadie, platform.
Monastery, platform.
Linwood, station.
Harbour au Bouche, station.
Pirate Harbour, rest house.
Mulgrave, tool house.
Mulgrave, platform.
Mulgrave, cattle pen.
Pictou Landing, platform.
Point Tupper, baggage room.
Hawkesbury, platform.

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McIntyre's Lake, platform.
Cleveland, platform.
Cleveland, tool house.
West Bay Road, station.
West Bay Road, tool house.
Orangedale, station.
Iona, station.
Grand Narrows, station.
Grand Narrows, platform.
Shenacadie, station.
Boiesdale, station floor.
Boiesdale, platform.
Georges River, station floor.
Georges River, platform.
North Sydney Junction, platform.
North Sydney Junction, station and floor.
North Sydney, shelter.
North Sydney, platform.
North Sydney, station and floor.
North Sydney, car house.
North Sydney, rest car.
North Sydney, freight shed.
Leitche's Creek, station.
Leitche's Creek, freight shed.
Sydney, freight shed.
Sydney, platform.
Sydney, coal bin.
Sydney, track office.
Sydney, bonded warerooms.
Sydney, cattle pen.
Sydney Mines, tool box.
Loggieville, hardwood floor in office and waiting room.
Loggieville, engine house.
Chatham, coal shed.
Chatham, station.
Chatham, platform.
Blackville, station.
Doaktown, coal shed.
Marysville, freight shed.
Fredericton, freight shed.
Gibson, platform.
Berry's Mills, platform.
Berry's Mills, coal shed.
Berry's Mills, section foreman's house.
Gallagher's Ridge, platform.
Canaan, station.
Coal Branch, w.c.
Adamsville, platform.
Harcourt, platform.
Harcourt, dwelling apartments.
Harcourt, loading platform.
Kent Junction, platform.
Rogersville, platform.
Rogersville, freight shed platform.
Acadiaville, freight shed.

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Acadiaville, loading platform.
Barnaby River, platform.
Chatham Junction, coal shed.
Chatham Junction, freight shed.
Chatham Junction, platform.
Derby Junction, platform.
Derby Junction, loading platform.
Millerton, loading platform.
Millerton, freight shed and platform.
Millerton, station.
Indiantown, station.
Newcastle, platform.
Newcastle, oil house.
Newcastle, freight shed.
Newcastle, coal shed.
Newcastle, round house.
Beaver Brook, station.
Beaver Brook, platform.
Red Pine, station.
Bathurst, station.
Bathurst, coal shed.
Bathurst, store room.
Beresford, station.
Petit Roche, station.
Belledune, loading platform.
Jacquet River, station.
Nash's Creek, station.
New Mills, freight house, platform.
Dalhousie Junction, station.
Dalhousie Junction, freight house and platform.
Dalhousie, wharf, freight house.
Dalhousie, engine house.
Craig's platform, shelter.
Eel River, station.
Miller's, platform.
Hachey's, platform.
Campbellton, superintendent's house.
Campbellton, smoke jacks, engine house.
Campbellton, ash pit.
Campbellton, car and machine shop.
Campbellton, coal shed and roof.
Campbellton, engine pits in engine house.
Campbellton, cellar, station.
Campbellton, engine house.
Campbellton, freight shed platform.
Campbellton, Canadian express office.
Campbellton, superintendent's office.
Campbellton, covering for track scale.
Campbellton, coal boxes.
Campbellton, cattle pen.
Campbellton, freight shed doors.
Campbellton, air hoist, engine house.
Campbellton, shelves in freight shed.
Campbellton, locomotive foreman's office.
Campbellton, wood shed.

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Campbellton, drain from ash pit.
Campbellton, doors, ice house.
Campbellton, station platform.
Campbellton, gent's w.c.
Flat Lands, station.
Flat Lands, freight shed.
Metapedia, tank.
Metapedia, foreman's house.
Metapedia, agent's house.
Metapedia, station.
Metapedia, freight shed roof.
St. Alexis, office in station.
St. Alexis, station kitchen.
Mill Stream, platform.
Mill Stream, station.
Mill Stream, hand-car house.
Mill Stream, station floors.
Glen Emma, car house.
Assametquaghan, platform.
Assametquaghan, tank.
Assametquaghan, station windows.
Causapscal, platform.
Causapscal, storm doors, station.
Causapscal, station.
Salmon Lake, station drain.
Salmon Lake, platform.
Salmon Lake, coal shed.
Salmon Lake, hand-car house.
Salmon Lake, station windows.
Amqui, platform.
Amqui, freight shed.
Amqui, station.
Cedar Hall, porch for station.
Cedar Hall, tank.
Cedar Hall, hand-car house.
Cedar Hall, station platform.
Sayabec, station.
Sayabec, station porch.
St. Moise, platform.
St. Moise, freight shed.
Kempt, station drain.
Kempt, platform.
Kempt, station cellar.
Little Metis, snow sheds.
St. Octave, platform.
St. Octave, foreman's house.
St. Octave, station sewer.
St. Octave, hand-car house.
St. Octave, porch, foreman's house.
Ste. Flavie, coal shed.
Ste. Flavie, station.
Ste. Luce, station.
St. Anaclet, station.
Rimouski, station.
Rimouski, platform.

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Bic, station.
Bic, freight house.
St. Fabien, station.
St. Simon, station.
Trois Pistoles, platform.
Isle Verte, station.
Isle Verte, tank.
St. Arsene, platform.
Cacouna, station.
St. Alexandre, cattle pen.
St. Helene, cattle pen.
Dessaint, station, sheathing.
St. Paschal, platform.
Ste. Louise, telegraph table.
Ste. Louise, kitchen.
Elgin Road, platform.
St. Jean Port Joli, platform.
Trois Saumons, platform.
L'Islet, platform.
Montmagny, platform.
Montmagny, cattle pen.
St. Francois, cattle pen.
St. Valier, station, smoke jack.
St. Valier, pump house.
St. Pacome, platform.
St. Charles Junction, section house.
St. Charles Junction, coal house.
St. Charles Junction, slides for coal house.
St. Charles Junction, old car top shelter.
St. Charles Junction, kitchen and office.
St. Henri Junction, platform.
Harlaka, station.
St. Joseph, station platform.
St. Joseph, station.
Lévis, roof tenement house, chapman property.
Lévis, district superintendent's house.
Lévis, platform, old station.
Lévis, freight shed floor.
Lévis, house No. 281, Chapman property.
Lévis, woodshed, tenement house.
Lévis, baggage room.
Lévis, Coal box, baggage room.
Lévis, switchman's shanty.
Lévis, cupboards, station.
Lévis, freight office.
Lévis, sheathing old store room.
Lévis, freight shed, partition.
Lévis, tool box, boiler room.
Lévis, chief despatcher's office, making desk.
Lévis, verandah, station.
Lévis, platform, freight shed.
Hadlow, tenement house No. 280.
Hadlow, smoke jacks at shops.
Hadlow, engine house pits.
Hadlow, tenement.

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St. Romuald, platform.
Chaudière Curve, platform.
Chaudière Curve, agent's dwelling.
Chaudière Curve, sheathing and plastering.
Chaudière Curve, tenement house.
Chaudière Junction, transfer shed.
Chaudière Junction, ash and coal trestle, engine house.
Chaudière Junction, doors, engine house.
Chaudière Junction, engine house, office.
Chaudière Junction, office, store room.
Chaudière, pump house.
St. Appolinare, porch.
St. Appolinare, freight house.
St. Appolinare, platform.
Laurier, agent's dwelling.
Laurier, platform.
Villeroi, platform.
Villeroi, porch.
Manseau, section house.
Forestdale, cupboard in station.
Lemieux, station.
Lemieux, platform.
Daveluyville, platform.
Daveluyville, freight shed.
Daveluyville, coal shed.
Daveluyville, w.c.
Acton Junction, telegraph table, station.
Acton Junction, platform.
Acton Junction, extended drain.
St. Wenceslas, station.
St. Wenceslas, freight shed.
St. Leonard Junction, platform.
St. Leonard Junction, coal car.
St. Leonard Junction, car house.
St. Leonard Junction, tool house.
St. Monique, station.
St. Monique, w.c.
St. Monique, platform.
Nicolet, station.
Nicolet, platform.
St. Perpetue, platform.
St. Perpetue, car top.
Mitchell, platform.
Mitchell, w.c.
Blake's, platform.
Blake's, drain.
Blake's, freight shed.
Blake's, station.
Carmel, station.
Carmel, freight shed.
St. Cyrille, drain.
St. Cyrille, station.
St. Cyrille, freight shed.
St. Cyrille, platform.
Drummondville, station.

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Drummondville, engine house.
Drummondville, drain.
Drummondville, coal trestle.
St. Germain, car house.
St. Germain, freight house.
St. Germain, drain.
Duncan, platform.
Bagot, freight shed.
Bagot, tool house.
Charlotte, platform.
St. Edward, platform.
St. George, platform.
St. Rosalie, station.
St. Rosalie, stock pen.
St. Rosalie, platform.
St. Rosalie, w.c.

BUILDINGS AND PLATFORMS.

New Work.

Model Farm, coal house.
Secord's, flag station.
Sussex, tool house.
Plumweseep, coal house.
Moncton, new door, round house.
Moncton, new door, round house.
Moncton, cattle pen and platform.
Moncton, platform, paint shop.
Moncton, w.c., yardmaster's office.
Moncton, platform, stores department.
Moncton, platform from check office to Bridge street.
Irishtown Road, platform.
Harrisville, platform.
Amherst, freight office.
Amherst, baggage room.
Shubenacadie, loading platform.
Rockingham, coal house.
Halifax, Pintsch gas building.
Halifax, D.W.T., w.c. on low level.
Halifax, D.W.T., second story on shed, pier No. 2.
Van Buskirk's Road, platform.
Hansford Siding, loading platform.
Malagash, pump house.
Alma, station office.
New Glasgow, addition to baggage room.
Pomquet, tool house.
Estmere, shelter.
Grand Narrows, oil house.
Cleveland, shelter.
Boiestown, station platform.
Cross Creek, station platform.
Newcastle, blacksmith shop.
Campbellton, porch for station agent.
Sandy Bay, shelter.

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Amherst, tool house flue.
Athol, tool house flue.
Springhill Junction, freight shed and baggage room foundations.
Londonderry, tank flue.
Greenville, station flue.
New Glasgow, station walls.
Belmont, cedar wall concreted.
Mitchell, station.

PAINTINGS.

Nauwigewalk, station.
Rothesay, station.
Renforth, shelter.
Apohaqui, station.
Sussex, tank.
Sussex, crane.
Sussex, hand-car house.
Amherst, baggage room.
Amherst, freight office.
Glengarry, station.
Pugwash, station.
Pugwash Junction, station.
Pugwash Junction, tank.
Tatamagouche, tank.
Oxford, tank.
Avondale, station.
Pomquet, station.
South River, station.
Heatherton, station.
Merigomish, station roof.
Antigonish, tank.
Piedmont, station.
New Glasgow, baggage room.
Merigomish, station, waiting room and office.
Campbellton, station.
Campbellton, superintendent's house.
New Mills, station.
Bathurst, station.
Antigonish, station, freight shed and baggage room.
Mulgrave, station, freight shed and baggage room.
Chatham Junction, freight house.
Moncton, east end freight house.
Moncton, electric station.
Truro, freight shed roof.
Truro, tool house.
Berry's Mills, station.
Berry's Mills, trackman's house.
Wellington, station.
Windsor Junction, station.
Bedford, station.
Shubenacadie, station.
Beaver Brook, station.
Fairview, station.
Model Farm, station.

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Norton, station.
Hampton, station.
Bloomfield, station.
Jubilee, station.
Brockville, station.
Bagot, station, freight shed and w.c.
L'Islet, station and part of freight house.
Hadlow, buildings Nos. 253, 257, 258, 259, 261 and 266.
St. Paschal, station and freight house.
Ste. Louise, station and freight house.
St. Jean Port Joli, station.
Isle Verte, station.
St. Arsene, station.
Cacouna, station
Bic, station.
St. Fabien, station.
St. Simon, station.
Sacre Cœur, station.
Causapscal, station and sectionman's house.
Mill Stream, station and section foreman's house.
St. Moise, station and sectionman's house.
Sayabec, station.

GENERAL.

New buffers were made and set up at different points on the line, where required and repairs made where necessary.

Repairs were made to crossings at various points on the line, where required.

Gates and cattle guards were repaired throughout the line, where necessary.

New glazing was done and glass put in and necessary repairs made, where necessary.

A number of old box car tops were repaired and fitted up during the year for hand-car and tool houses.

Ladders for buildings and semaphores were provided, where required, along the line.

Outhouses and approaches to public road crossings were whitewashed, where necessary.

Turn tables have been repaired, throughout the line, where required.

Necessary painting has been done to semaphores, switches and telegraph signals, throughout the line, where required.

Necessary repairs were made to hand-cars, trolleys, baggage trucks and wheelbarrows, throughout the line.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Ways and Works.

D. POTTINGER, Esq.,

General Manager, Government Railways,
Moncton, N.B.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY OF CANADA.

MONCTON, N.B., August 28, 1905.

DEAR SIR,—In reply to your letter of July 6, I send you herewith the annual report of the operations of this department for the fiscal year ending June 30, 1905.

Yours truly,

G. R. JOUGHINGS,

Supt. Motive Power.

D. POTTINGER, Esq.,
General Manager,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT.

MONCTON, N.B., August 21, 1905.

SIR,—I beg to submit the following report of the operations of the mechanical department for the fiscal year ended June 30, 1905.

A. Statement showing the number of locomotives and various classes of cars.

B. Statement showing the locomotives and car mileage and the average number of passenger and freight cars hauled per mile run by engines.

C. Abstract of locomotive returns.

D. Statement of the cost of locomotive power for each month during year.

E. General statement of the expenses of the mechanical department. Also a summary of the principal work done in the locomotive and car shops at Moncton and in the shops at Rivière du Loup and Richmond.

During the year the following rolling stock was purchased on capital and revenue:—

On capital, to increase the equipment: 10 freight locomotives, consolidation type; 12 passenger locomotives, Pacific type; 10 first-class sleeping cars, 4 second-class sleeping cars, 4 parlour cars, 2 dining cars, 20 first-class passenger cars, 4 postal and smoking cars, 150 box cars, 60,000 capacity.

On revenue, to replace smaller type: 3 shunting locomotives, 2 first-class passenger cars, 106 box cars, 200 platform cars, 250 hopper cars.

The following rolling stock was rebuilt in the shops at Moncton: 4 second-class passenger cars, 5 box cars, 60,000 capacity, to replace smaller type; 35 platform cars, 1 auxiliary car, 4 snow-ploughs, 1 flanger.

The following rolling stock was taken over with the Canada Eastern Railway: 7 locomotives, 4 second-class passenger cars, 46 platform cars, 2 auxiliary cars, 4 snow-ploughs, 1 flanger.

This rolling stock is in rather poor condition and will require repairs and to be fitted with air brakes and couplers, and at no distant date, it will all require to be replaced with rolling stock of more modern type.

I have the honour to be, sir,

Your obedient servant,

J. J. WALKER,

Mechanical Accountant.

G. R. JOUGHINGS, Esq.,
Superintendent Motive Power,
Moncton, N.B.

The following work was done in the shops at Moncton:—

Locomotive shops: 114 locomotives received general, 30 received heavy and 16 received specific repairs; 1 new fire box, 5 tube sheets, 6 side sheets and 2 half side sheets were made and applied. 28,350 tubes were repaired and put in boilers, 123 boilers were tested, 250 smoke stacks were made, 32 smoke box doors and rings were made and applied, 12 tenders were rebuilt after having been in collision, 1 new locomotive boiler and 2 small boilers for water service were built, 1 new 4,000 gallon

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tank for Pintsch gas was made, 1 new 10,800 gallon portable tank was made, 4 new steel tender frames were made, 11,250 stay bolts were put in fire boxes, 1,036 driving wheel tires and 1,065 engine, truck and tender wheels were turned off, 1 new main rod, 4 side rods, 21 new crank pins, 10 new cylinders, 11 new cabs and 70 new pilots were made, 8,432 studs were screwed, 155,500 pounds of nuts were tapped, 20 smoke boxes were patched and 15 new ones were made and applied, 1 new tender tank was made, 7 steel cabs were made, 75 fire boxes were patched, 31 new driving axles were turned and applied, 118 engines and tenders were painted, 438,000 bolts were threaded.

Blacksmith shop: 2,355,927 pounds of forgings, including 618,960 bolts were made.

Maintenance of way department: 354 new frogs made and 58 old ones were repaired.

Brass foundry: 314,030 pounds brass bearings were made; 50,234 pounds castings were made; 13,444 pounds babbit metal was made; 22,901 pounds antimonial lead was made; 1,966 sets metallic packing were made.

Special work was done as follows:—

In the motion and turning shops, 7 of the new machines received were set up. The engine room was enlarged and a dynamo and electric plant installed to run the large rollers in the boiler shop.

In the brass-turning shop 3 of the new machines received were set up. There were 3 new testing machines for testing injectors, lubricators and Sewell heaters made and set up.

Two of the Westinghouse pumps were changed into test pumps for the purpose of testing boilers along the line.

Three gasoline tanks were built for heating tires.

All the steam apparatus in connection with the electric plant at Halifax was installed. Extensive alterations were made to the boilers in connection with the electric light.

A large amount of plumbing, &c., was done to station buildings along the line.

Extensive alterations were made to the Point du Chene engine house and pipes were run for the purpose of heating cars in the yard at that place.

All the dynamos were piped in the electric light plant at Moncton.

The station stoves over the whole line were either renewed or repaired.

In the pattern shop there were 500 new patterns made and improvements made to a large number of the old ones.

The boilers at the different points over the whole line were tested and repairs made where required.

The new coaling plant was put in operation in Moncton.

In addition to the above, the capacity of 9 tender tanks was increased by 1,000 gallons.

RIVIÈRE DU LOUP SHOPS.

Twenty-eight locomotives received general, 23 heavy, 26 light, and 38 specified repairs; 18 fire boxes were patched, 34 boilers were retubed; 192 driving, 50 engine truck and 112 tender truck and car wheels were turned off; 2 side rods, 5 crank pins, 5 cabs, 18 pilots and 3 tender frames, were made and put in service; 53 engines were painted; 6,547 bolts were forged, 15,342 bolts were screwed; 4,564 studs were screwed.

RICHMOND SHOPS.

Thirteen locomotives received heavy, 6 light, and 94 specific repairs; 11 fire boxes were patched; 23 boilers were tested; 86 driving tires were turned off; 360 engine truck, tender truck and car wheels were turned off; 16 crank pins, 10 pilots and 2 tender frames were made and put in service; 40,000 bolts were forged, 46,000 bolts were screwed; 1,200 studs were screwed; 14 engines and tenders were painted; 10 boilers were retubed.

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WATER SERVICE.

This service has been maintained in efficient condition over the whole line.

CAR SHOPS.

The following rolling stock was rebuilt at Moncton: 5 box and 35 platform cars (the 5 box cars are 60,000 pounds capacity), 4 second-class passenger cars, 4 snow ploughs, 1 flanger and 1 auxiliary car.

Included in the rebuilt platform cars are 9 diamond flangers, which were rebuilt from condemned platform cars, and also 2 rotary plough feeders, known as 'Butterflies.'

The following cars received heavy repairs: 5 official, 1 parlor, 26 sleeping, 3 dining, 88 first-class, 40 second-class, 29 postal, 24 baggage, 21 second-class sleeping, 16 freight vans, 11 snow ploughs, 8 box flangers, 5 wing ploughs, 249 freight, 1 auxiliary, 3 diamond ploughs, 1 rotary plough, 1 steam crane, 2 tool.

The following received medium repairs: 5 box flangers, 6 wing ploughs and 5 snow ploughs.

The following cars received light repairs: 10 sleeping, 2 dining, 1 official, 34 first-class, 17 second-class, 6 second-class sleeping, 7 postal, 13 baggage, 23 freight vans, 4 flangers, 7 snow ploughs, 6,523 freight.

The following cars were scraped, filled and varnished: 6 first-class, 6 second-class, 4 baggage, 1 auxiliary, 2 express refrigerator.

The following cars were burned off, repainted and varnished: 6 first-class 8 second-class, 2 postal.

The following cars were painted and varnished: 7 first-class, 10 second-class, 4 postal, 4 baggage, 6 freight vans, 3 express refrigerator, 4 freight refrigerator.

The following cars were renovated and varnished: 1 official, 2 parlour, 23 sleeping, 6 dining, 75 first-class, 41 second-class, 25 postal, 15 baggage, 1 second-class sleeping, 9 freight vans, 1 auxiliary.

The following cars were repainted: 288 box, 254 platform, 37 gondolas, 2 tool, 3 box flangers, 13 snow ploughs, 1 wrecking crane.

Special work was done as follows: 5,332 new chilled wheels were pressed on axles, 2,348 second-hand chilled wheels were pressed on axles, 220 new steely wheels were pressed on axles, 273 second-hand steel wheels were pressed on axles, 842 new axles were turned, 421 freight cars were changed from link and pin to M.C.B. couplers, 2 passenger cars were changed from Miller to M.C.B. couplers, 5 passenger cars were fitted with Westinghouse air brakes, 1 flanger, 173 freight cars, 2 snow ploughs and 13 freight vans were also fitted with Westinghouse air brakes, 9 passenger cars had the Westinghouse air brake changed from the old automatic to emergency, &c., 9 passenger cars and 7 freight vans were fitted with Westinghouse air signal appliances, 25 passenger cars were fitted with automatic Slack adjusters, 3 parlour, 1 sleeping and 1 dining car were fitted with an additional Pintsch gas holder, and 1 parlour car was fitted with wide vestibules. In addition to the lumber prepared for the above repairs to cars, 508,470 feet of lumber was milled for store orders and buildings and machinery at Moncton.

A large amount of work was also done repairing freight and baggage trucks, chairs, ticket cases, station furniture and foot boards for the traffic department

Thirty-three hand cars were built and 9 heavily repaired, 7 new push cars were built and 5 heavily repaired, 52 hand car wheels were built, 15 new carts were built for shop use, 3 new freight trucks were built, 1 new air hoist for loading and unloading wheels on axles, and 1 new air hoist for unloading wheels from cars were installed in the car shops, 119 new wooden trucks were built, 10 Sterlingworth trucks were applied to freight cars.

The new heating system was installed in the car shops and 3 of the new machines received were set up.

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No. 1.—INTERCOLONIAL RAILWAY.
CAPITAL ACCOUNT, Year ended June 30, 1905.

| 1904. | | \$ | cts. | 1904. | | \$ | cts. |
|------------|-----------------------------------------------------------------|-----------|------|------------|------------------------|------------|------|
| June 30... | To cost of Intercolonial to date. | | | June 30... | By Dominion of Canada. | 72,735,935 | 80 |
| 1905. | | | | | | | |
| June 30... | To expenditure for current year— | | | | | | |
| | To increase accommodation at Sydney. | 59,288 | 88 | | | | |
| | Original construction. | 11,008 | 31 | | | | |
| | To strengthen bridges. | 246,242 | 05 | | | | |
| | To increase accommodation at Lévis. | 16,999 | 64 | | | | |
| | Air brakes to freight cars. | 24,991 | 13 | | | | |
| | To exchange draw bars of freight cars. | 45,010 | 00 | | | | |
| | New machinery for locomotive and car shops. | 40,308 | 54 | | | | |
| | To equip four passenger cars with Pintch gas apparatus. | 1,401 | 26 | | | | |
| | To equip passenger cars with vestibules. | 1,773 | 53 | | | | |
| | Additional sidings along the line. | 139,165 | 49 | | | | |
| | Increased accommodation and facilities along the line. | 132,717 | 35 | | | | |
| | New superstructure Restigouche bridge. | 43,363 | 09 | | | | |
| | To dredge and blast rock at deep water terminus, Halifax. | 8,952 | 55 | | | | |
| | Improvements at Little Metis station and diverting public road. | 4,335 | 51 | | | | |
| | New station at Windsor, N.S., &c. | 8,563 | 59 | | | | |
| | To increase accommodation at Amherst. | 16,752 | 13 | | | | |
| | To increase water supply. | 14,812 | 35 | | | | |
| | Increased accommodation at Amqui. | 13,014 | 39 | | | | |
| | Increased accommodation at Stellarton. | 26,728 | 48 | | | | |
| | Engine house, machine shop, &c., at Riviere du Loup. | 66,986 | 48 | | | | |
| | Engine house, &c., Chaudiere Junction. | 34,623 | 62 | | | | |
| | Increased accommodation at St. John. | 46,396 | 21 | | | | |
| | To increase accommodation at Halifax. | 372,791 | 09 | | | | |
| | Increased accommodation at Pictou. | 68,125 | 14 | | | | |
| | Improvements North Sydney. | 14,462 | 99 | | | | |
| | To increase accommodation Moncton. | 85,105 | 87 | | | | |
| | To increase accommodation at Ste. Flavie. | 60,759 | 71 | | | | |
| | Towards improving ferry service at Strait of Canso. | 45,928 | 56 | | | | |
| | Protection to Grand Narrows bridge. | 35,801 | 68 | | | | |
| | Semaphores at stations. | 1,186 | 09 | | | | |
| | Portable plant for boring and cutting rails. | 14,674 | 75 | | | | |
| | Extension to Sydney Mines. | 24,044 | 93 | | | | |
| | Diversion of line at St. Leonard Junction. | 10,562 | 18 | | | | |
| | Diversion of line at Mitchell. | 12,394 | 26 | | | | |
| | To reduce curve at Birch Cove. | 42,447 | 54 | | | | |
| | Double tracking parts of line. | 151,147 | 01 | | | | |
| | Rolling stock. | 1,377,078 | 11 | | | | |

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| | | | | |
|--------------------------------------------------------------------------------------------------------------|------------|----------------------|---------------|----------------------------|
| Steel rails and fastenings..... | 495,009 89 | | | |
| Increased accommodation at Truro..... | 56,468 57 | | | |
| Improvements at Drummondville..... | 9,207 76 | | | |
| Improvements at Riviere Ouelle..... | 3,480 76 | | | |
| Station at St. Moise..... | 4,111 29 | | | |
| To eliminate two road crossings at rail level at the Cape road crossing near Dorchester, N.B..... | 4,421 47 | | | |
| Increased accommodation at Antigonish..... | 14,046 83 | | | |
| Siding at St. Romuald..... | 1,079 80 | | | |
| Diversion of public road to eliminate a crossing at rail level between St. Cyrille and Drummondville..... | 500 00 | | | |
| Increased accommodation at Memramcook..... | 4,871 57 | | | |
| Increased accommodation at New Glasgow..... | 779 50 | | | |
| Additional sidings and spur lines..... | 23,700 00 | | | |
| Purchase of Canada Eastern Railway..... | 800,000 00 | | | |
| | | 1905. June 30.... | 4,737,621 93 | 4,737,621 93 |
| | | | 77,473,557 73 | 77,473,557 73 |
| | | | | By Dominion of Canada..... |

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No. 2.—INTERCOLONIAL RAILWAY.

REVENUE Account, Year ended June 30, 1905.

| Previous Year. | Expenditure. | Year ended June 30th, 1905. | Previous Year. | Earnings. | Year ended June 30, 1905. |
|----------------|--------------------------------------------------|-----------------------------|----------------|------------------------|---------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 2,616,922 26 | Locomotive power, Abstract No. 1. | 3,116,653 49 | 2,021,568 40 | Passenger traffic. . . | 2,105,066 75 |
| 1,707,927 96 | Car expenses, Abstract No. 2. | 2,040,133 13 | 4,041,122 48 | Freight traffic. . . . | 4,373,178 55 |
| 1,491,673 18 | Maintenance Way & Works, Abstract No. 3. | 1,722,616 65 | 276,540 55 | Mails and sundries | 305,277 53 |
| 878,073 02 | Station expenses, Abstract No. 4. | 937,816 11 | | | |
| 517,936 79 | General charges, Abstract No. 5. | 535,541 85 | | | |
| 7,212,533 21 | | 8,352,761 23 | | | |
| 112,551 17 | Car mileage | 16,065 52 | | | |
| 7,099,982 04 | | 8,368,826 75 | | | |
| 140,000 00 | Rental of leased lines, Abstract No. 6 | 140,000 00 | | | |
| 7,239,982 04 | | 8,508,826 75 | 6,339,231 43 | | 6,783,522 83 |
| | | | 900,750 61 | Balance. | 1,725,303 92 |
| 7,239,982 04 | | 8,508,826 75 | 7,239,982 04 | | 8,508,826 75 |

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

MONCTON, N.B.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE Power, Year ended June 30, 1905.

| Previous Year. | | Year ended June 30, 1905. |
|----------------|----------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 16,372 66 | Mechanical superintendent's salary, clerks, office and travelling expenses | 26,729 11 |
| 631,711 91 | Wages of drivers, firemen and cleaners. | 747,779 61 |
| 1,234,927 25 | Fuel. | 1,487,918 31 |
| 34,048 47 | Oil, tallow and waste and small stores. | 45,192 71 |
| 592,640 87 | Repairs to engines, tenders and engine tools. | 691,009 51 |
| 48,058 65 | Water, including pump and tank repairs. | 47,355 31 |
| 59,162 45 | Miscellaneous. | 70,668 31 |
| 2,616,922 26 | | 3,116,653 49 |

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

MONCTON, N.B.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

CAR Expenses Year ended June 30, 1905.

| Previous year. | | Year ended June 30, 1905. |
|----------------|------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 181,201 65 | Repairs to passenger cars | 225,379 24 |
| 54,354 50 | Repairs to postal, express and baggage cars | 43,584 82 |
| 601,030 04 | Repairs to freight cars and vans | 739,885 73 |
| 6,611 71 | Repairs to snow ploughs and flangers. | 24,744 12 |
| 651,137 08 | Wages of conductors, train baggage masters and brakemen. | 775,372 47 |
| 8,890 72 | Oil and waste for packing. | 10,663 29 |
| 140,490 05 | Small stores and fuel | 177,367 54 |
| 64,212 21 | Miscellaneous. | 43,156 12 |
| 1,707,927 96 | | 2,040,133 13 |

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.,

MONCTON, N.B.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Ways and Works, Year ended June 30, 1905.

| Previous Year. | | Year ended June 30, 1905. |
|----------------|---------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 7,235 24 | Chief and assistant engineers' salaries, clerks, office and travelling expenses. | 8,682 82 |
| 644,450 60 | Wages in repairing roadway, fences, semaphores, including new sidings laid in. | 711,381 60 |
| 173,558 47 | Rails and fastenings, including new sidings laid in. | 137,940 52 |
| 194,458 02 | Ties | 219,219 95 |
| 201,129 66 | Timber, lumber, &c., for repairs to bridges, cattle guards, snow sheds, fences, &c. | 199,225 80 |
| 27,175 77 | Repairs to wharves. | 44,579 00 |
| 90,416 10 | Repairs to buildings and platforms, including extensions and additions to same. | 112,101 44 |
| 19,871 66 | Repairs to tools. | 22,553 62 |
| 130,652 35 | Clearing snow and ice. | 264,716 14 |
| 2,724 41 | Miscellaneous. | 2,215 76 |
| 1,491,673 18 | | 1,722,616 65 |

T. WILLIAMS,

Chief Acct. and Treas.

E. and O. E.,

MONCTON, N.B.

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No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES, year ended June 30, 1905.

| Previous Year | | Year ended June 30, 1905. |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 738,964 14 | Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen and labourers | 797,065 54 |
| 139,108 88 | Fuel, oil and light, stationery, tickets and other incidental expenses .. | 140,750 57 |
| 878,073 02 | | 937,816 11 |

T. WILLIAMS,

Chief Acct. and Treas.

O. & O. E.,

MONCTON, N.B., June 30, 1905.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES, year ended June 30, 1905.

| Previous Year. | | Year ended June 30, 1905. |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 213,633 75 | General manager, general superintendent, traffic manager, district superintendents, train despatchers, general freight agents' salaries, clerks, office and travelling expenses | 229,835 26 |
| 53,966 56 | Chief accountant and treasurer, traffic auditor, paymaster, cashier's salaries, clerks, office and travelling expenses | 59,161 43 |
| 31,205 37 | Damages to men, animals and goods | 37,766 40 |
| 80,440 66 | Ferry service | 63,324 57 |
| 3,701 70 | Telegraph expenses, not including pay to operators | 2,729 59 |
| 60,976 45 | Miscellaneous, printing, advertising, &c. | 75,407 04 |
| 73,872 30 | Agency expenses | 67,317 56 |
| 517,796 79 | | 535,541 85 |
| 140 00 | To pay Bridget M. Brown | |
| 517,936 79 | | 535,541 85 |

T. WILLIAMS,

Mechanical Accountant.

MONCTON, N.B., June 30, 1905.

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No. 8.—INTERCOLONIAL RAILWAY.

SPECIAL VOTES, year ended June 30, 1905.

| Previous Year. | Rental of leased lines. | Year ended June 30, 1905. |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| \$ cts. | | \$ cts. |
| 140,000 00 | Rent of Grand Trunk Railway—Chaudiere Curve to Chaudiere, and Ste. Rosalie to Montreal, including the Victoria Bridge and terminals in Montreal | 140,000 00 |

E. & O. E.,
MONCTON, N.B.

T. WILLIAMS,
Chief Acct. and Treas.

SESSIONAL PAPER No 20

No. 10.—INTERCOLONIAL RAILWAY.

GENERAL BALANCE, year ended June 30, 1905.

| Dr. | \$ | cts. | Cr. | \$ | cts. |
|------------------------------------------|------------|------|-------------------------------------|-----------|------|
| To Cash..... | 1,038 | 34 | By Dominion of Canada..... | 1,826,825 | 66 |
| Stations..... | 204,979 | 20 | Canadian Pacific Ry.—Traffic..... | 20,039 | 12 |
| Rents..... | 5,199 | 79 | Can. Coals and Ry. Co..... | 24 | 39 |
| General stores— | | | Lotbiniere and Mégantic Ry..... | 80 | 18 |
| Ordinary stores, including fuel..... | \$ 426,944 | 38 | Cumberland Ry. and Coal Co..... | 35 | 41 |
| Iron and steel rails and fastenings..... | 744,185 | 30 | Inter-Provincial Navigation Co..... | 40 | 73 |
| | | | C. C. C. and St. Louis Ry..... | 31 | 94 |
| Dept. accounts— | | | Receiver Quebec Southern Ry..... | 940 | 18 |
| Militia and Defence..... | \$ 7,268 | 03 | Canadian Express Co..... | 2,109 | 01 |
| Post Office..... | 107 | 48 | Dominion Coal Co..... | 2,309 | 78 |
| Public Works..... | 7 | 00 | Dominion Iron and Steel Co..... | 42 | 66 |
| Marine and Fisheries..... | 611 | 04 | I. C. R. Insurance Association..... | 10 | 00 |
| Agriculture..... | 35 | 74 | SS. <i>Stanley</i> | 2,071 | 16 |
| | | | St. Marys Bridge Co..... | 336 | 29 |
| Canadian Pacific Ry.—Rolling stock | | | Fraserville Foundry..... | 3,563 | 50 |
| General..... | \$ 13,782 | 23 | Suspense..... | 0 | 07 |
| " " (N. B. Div.)—General..... | 2,728 | 75 | Chatham Ry..... | 51 | 44 |
| | | | Quebec Construction Co..... | 1,190 | 18 |
| Grand Trunk Ry.—General..... | \$ 7,069 | 22 | Elmsdale Co..... | 1,000 | 00 |
| " " Traffic..... | 31,149 | 99 | Department of Justice..... | 193 | 91 |
| Quebec Central Ry..... | | | Canada Eastern Ry.—General..... | 2 | 48 |
| Western Counties Ry.—General..... | \$ 15,893 | 35 | Dominion Bridge Co..... | 369 | 84 |
| " " Traffic..... | 64 | 57 | Salisbury and Harvey Ry..... | 47,636 | 91 |
| Dominion Atlantic Ry.—General..... | \$ 2,845 | 85 | Transportation Ledger..... | | |
| " " Traffic..... | 4,355 | 78 | | | |
| Unclaimed freight..... | | | | | |
| Caraguet Ry..... | | | | | |
| Kent Northern Ry..... | | | | | |
| Central Ry. of New Brunswick..... | | | | | |
| Temiscouata Ry..... | | | | | |
| P. E. I. Ry..... | | | | | |
| Moncton and Buctouche Ry..... | | | | | |
| Atlantic and Lake Superior Ry..... | | | | | |
| Charlottetown Steam Navigation Co..... | | | | | |
| Elgin and Havelock Ry..... | | | | | |
| Boston and Maine Ry..... | | | | | |
| Michigan Central Ry..... | | | | | |
| Nova Scotia Central Ry..... | | | | | |
| Pennsylvania Ry..... | | | | | |
| Central Vermont Ry..... | | | | | |

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No. 10.—INTERCOLONIAL RAILWAY—Continued.

GENERAL BALANCE, year ended June 30, 1905—Continued.

| Dr. | \$ | cts. | Cr. | \$ | cts. |
|--------------------------------------------------|--------|------|-----|----|------|
| Canada Atlantic Ry. | 104 | 63 | | | |
| New York Central and Hudson River Ry. | 79 | 40 | | | |
| National Dispatch Line. | 53 | 55 | | | |
| Maine Central Ry. | 16 | 03 | | | |
| Inverness and Richmond Ry. | 7,744 | 22 | | | |
| Newfoundland Ry. | 512 | 25 | | | |
| Midland Ry. of Nova Scotia. | 5,135 | 24 | | | |
| New York, N. H. and Hartford Ry. | 14 | 23 | | | |
| Wabash Ry. | 34 | 11 | | | |
| Cape Breton Ry. | 1 | 90 | | | |
| New Brunswick and P.E.I. Ry. | 2,580 | 19 | | | |
| St. Louis Refrigerator Car Co. | 1 | 07 | | | |
| Illinois Central Ry. | 14 | 75 | | | |
| Empire Line. | 0 | 30 | | | |
| Pere Marquette Ry. | 37 | 71 | | | |
| St. Louis and South Western Ry. | 10 | 26 | | | |
| Kansas City, Fort Scott and Memphis Ry. | 6 | 25 | | | |
| Ann Arbor Ry. | 4 | 18 | | | |
| Lake Erie and Western Ry. | 1 | 04 | | | |
| Rome, Watertown and Ogdensburg Line | 5 | 00 | | | |
| Chesapeake and Ohio Ry. | 61 | 52 | | | |
| Canadian Northern Ry. | 0 | 27 | | | |
| Ballston Terminal Ry. | 396 | 41 | | | |
| Quebec and Lake St. John Ry. | 6 | 22 | | | |
| Great Northern Ry. of Canada. | 36 | 93 | | | |
| Baltimore and Ohio Ry. | 10 | 42 | | | |
| Southern Pacific Ry. | 3 | 69 | | | |
| Pittsburg, Cincinnati, Chicago and St. Louis Ry. | 3 | 43 | | | |
| Minn., St. Paul and S.S. Marie Ry. | 0 | 40 | | | |
| Grand Trunk Ry.—Suspense | 98 | 75 | | | |
| Cincinnati, Hamilton and Dayton Ry. | 4 | 56 | | | |
| Great Northern Ry. Line. | 0 | 68 | | | |
| Erie Ry. | 14 | 82 | | | |
| Rutland Ry. | 13 | 58 | | | |
| Tobique Valley Ry. | 2,739 | 25 | | | |
| York and Carleton Ry. | 706 | 81 | | | |
| Delaware and Hudson Co. | 75 | 18 | | | |
| Plant Steamship Line. | 2 | 64 | | | |
| St. Martins and Upham Ry. | 1,359 | 13 | | | |
| Pennsylvania Co. | 10 | 55 | | | |
| Lake Shore and Michigan Southern Ry. | 16 | 84 | | | |
| Imperial Oil Co. | 4 | 65 | | | |
| Quebec Northern Ry. | 27,255 | 09 | | | |

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| | |
|------------------------------------------|-----------|
| Swift—Refrigerator Line..... | 0 95 |
| International New Brunswick Ry..... | 36 75 |
| Drummond County Ry..... | 7,199 87 |
| Boersville Coal and Ry..... | 223 80 |
| Lehigh Valley Ry..... | 20 51 |
| South Shore Ry..... | 0 28 |
| Halifax and Yarmouth Ry..... | 29 08 |
| Minn. and St. Louis Ry..... | 1 96 |
| Chicago Great Western Ry..... | 1 82 |
| Chicago, Burlington and Quincy Ry..... | 1 40 |
| New York, Chicago and St. Louis Ry..... | 37 11 |
| Northern Pacific Ry..... | 1 64 |
| Delaware, Lackawanna and Western Ry..... | 0 49 |
| Missouri Pacific Ry..... | 11 19 |
| Continental Fruit Express..... | 1 50 |
| Chicago, Milwaukee and St. Paul Ry..... | 1 20 |
| St. Louis and San Francisco Ry..... | 3 15 |
| Iowa Central Ry..... | 1 26 |
| West Shore and Boston Line..... | 6 15 |
| Mobile and Ohio Ry..... | 2 63 |
| F. A. Cutler Car Co..... | 0 55 |
| Chicago, Rock Island and Pacific Ry..... | 0 40 |
| Vandalia Line..... | 9 75 |
| Town of Campbellton..... | 26 25 |
| Dominion Express Co..... | 1,294 01 |
| North American Trans. Co..... | 2,344 52 |
| SS. Minto..... | 268 14 |
| Avadia Coal Co..... | 47 18 |
| Intercolonial Coal Co..... | 35 01 |
| Nova Scotia Steel and Coal Co..... | 12,711 94 |
| Governor-General's Transportation..... | 2,227 11 |
| Edgerton Tramway Co..... | 1,021 98 |
| Baldwin Locomotive Co..... | 181 10 |
| Canadian Locomotive Co..... | 44 50 |
| Standard Car Truck Co..... | 465 30 |
| New Brunswick Fence Co..... | 180 00 |
| Montmagny Light and Pulp Co..... | 1,487 97 |
| Royal Vint..... | 10,189 80 |
| Surveys and Inspections..... | 30 00 |
| Engineering Contract Co..... | 518 68 |
| Canadian Pacific Ry. Telegraph..... | 341 15 |
| Micmac Mining Co..... | 317 84 |
| Lake Superior Power Co..... | 5,780 31 |
| Maritime Coal Co..... | 45 97 |
| Maritime Engineering Co..... | 48 20 |
| Locomotive and Machine Co..... | 88 95 |
| Londonderry Iron and Mining Co..... | 18,874 04 |
| Western Union Telegraph Co..... | 509 92 |
| American Locomotive Co..... | 1,421 17 |
| Cold Brook Rolling Mills..... | 1,967 41 |
| Town of Dartmouth..... | 32,000 00 |

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No. 10.—INTERCOLONIAL RAILWAY—Concluded.
GENERAL BALANCE, year ended June 30, 1905—Concluded.

| Dr. | \$ | cts. | Cr. | \$ | cts. |
|--------------------------------------|----|----------|-----|----|------|
| St. John Street Ry..... | | 31 00 | | | |
| Elgin Branch Ry..... | | 726 10 | | | |
| Folsom Iron Works..... | | 273 25 | | | |
| Union Bearing Co..... | | 928 18 | | | |
| Remittances destroyed..... | | 788 81 | | | |
| Springhill and Parrsboro Ry..... | | 3,161 99 | | | |
| Allan Steamship Line..... | | 1,892 13 | | | |
| Canadian Bridge Co..... | | 271 13 | | | |
| Car Victoria..... | | 32 70 | | | |
| SS. Verda..... | | 50 78 | | | |
| Crossen Car Co..... | | 195 92 | | | |
| SS. Lake Ontario..... | | 17 04 | | | |
| Dartmouth Rolling Mills..... | | 869 65 | | | |
| Thomson Line..... | | 6 50 | | | |
| Halifax and Cape Breton Ry..... | | 1,151 42 | | | |
| Uncurrent and failed bank notes..... | | 82 20 | | | |
| Halifax station labour..... | | 1,000 00 | | | |
| Schooner <i>Mary Jane</i> | | 71 30 | | | |
| Trois Pistoles Station..... | \$ | 97 37 | | | |
| Eel River..... | | 32 61 | | | |
| Athol..... | | 4 44 | | | |
| Shediac..... | | 34 70 | | | |
| Eureka Mills..... | | 13 56 | | | |
| Halifax freight..... | | 887 49 | | | |
| Nashes Creek..... | | 6 25 | | | |
| Rockingham..... | | 27 47 | | | |
| New Glasgow..... | | 633 90 | | | |
| Sackville..... | | 10 17 | | | |
| Wentworth..... | | 33 24 | | | |
| Amherst..... | | 3 31 | | | |
| Boisdale..... | | 7 80 | | | |
| Memramcook..... | | 7 54 | | | |
| St. John freight..... | | 3,096 46 | | | |
| Red Pine..... | | 20 00 | | | |
| Nappan..... | | 40 00 | | | |
| Riviere du Loup Ticket Station..... | | 16 00 | | | |
| New Castle..... | | 102 75 | | | |
| Riviere du Loup freight..... | | 136 82 | | | |
| St. Alexandre..... | | 25 90 | | | |
| Ste. Louise..... | | 0 66 | | | |
| Nicolet..... | | 39 53 | | | |
| Dorby Junction..... | | 231 04 | | | |
| Campbellton freight..... | | 25 00 | | | |

SESSIONAL PAPER No. 20

| | | | |
|---------------------|--------------|-------|--------------|
| Kent Junction | 28 38 | | |
| Iona | 72 71 | | |
| Isle Verte | 25 00 | | |
| Dalhousie | 19 69 | | |
| Valley | 6 65 | | |
| Gloucester Junction | 78 87 | | |
| Bic | 22 00 | | |
| St. Arsene | 107 12 | | |
| Ste. Luce | 80 00 | | |
| Coal Branch | 65 84 | | |
| Welford | 55 00 | | |
| Bloomfield | 25 21 | | |
| Nauwigewauk | 3 00 | | |
| Glengarry | 6 00 | | |
| Forestdale | 6 34 | | |
| Cambellton ticket | 94 85 | | |
| Moncton freight | 20 00 | | |
| St. Anaclet | 11 00 | | |
| Individual accounts | 6,260 67 | | |
| | 36,271 62 | | |
| Total | 1,908,905 35 | | |
| | | Total | 1,908,905 35 |

5-6 EDWARD VII., A. 1906

INTERCOLONIAL RAILWAY.

INDIVIDUAL ACCOUNT, June 30, 1906.

| Dr. | \$ cts. |
|------------------------------------|-----------|
| S. Venoit..... | 15 50 |
| Charles D. Ruddick..... | 130 00 |
| D. L. Campbell..... | 15 00 |
| Rhodes, Curry & Co..... | 20 68 |
| F. E. Came..... | 2,760 70 |
| M. J. O'Brien..... | 4 45 |
| J. Norris & Co..... | 22 22 |
| Ryan & McDonald..... | 3,736 29 |
| M. Beattie & Sons..... | 1 14 |
| Purcell & Fallon..... | 11,672 77 |
| A. R. McDonald..... | 2 76 |
| S. Cunard & Co..... | 507 85 |
| Furness, Whitby & Co..... | 40 23 |
| T. Malcolm..... | 703 65 |
| H. M. Price & Co..... | 305 43 |
| T. B. Calhoun..... | 10 00 |
| A. N. Whitman & Son..... | 150 00 |
| J. C. Brown..... | 15 00 |
| Reid McManus..... | 53 92 |
| M. J. Haney..... | 97 31 |
| T. R. Campbell..... | 3 00 |
| Miramichi P. & P. Co..... | 20 43 |
| O. Guérette & Son..... | 36 92 |
| L. Vallincourt..... | 8 00 |
| Alph. Levesque..... | 8 00 |
| Kinnear & Son..... | 7 50 |
| Price Brothers..... | 1,336 02 |
| Trois Pistoles P. & P. Co..... | 73 82 |
| J. W. C. McConnell..... | 50 00 |
| J. W. Gallagher..... | 0 50 |
| Wm. Cook, K.C..... | 5,750 00 |
| N. A. Landry..... | 60 00 |
| C. E. Doiron..... | 50 00 |
| Gray & Lawrence Bros..... | 6 75 |
| St. Francois Bridge Co..... | 49 59 |
| R. Hamilton..... | 1,131 52 |
| H. Atkinson..... | 12 80 |
| H. M. Hamilton..... | 316 66 |
| H. J. Cameron..... | 1,679 07 |
| J. J. McLeod..... | 644 16 |
| A. Forbes..... | 82 18 |
| T. Atkinson..... | 49 87 |
| P. E. Gallant..... | 173 36 |
| T. Cook & Son..... | 19 80 |
| J. Richards & Son..... | 116 24 |
| Wallace Ross..... | 33 70 |
| J. N. Pouliot..... | 352 20 |
| R. A. & J. Stewart..... | 41 39 |
| Pickford & Black..... | 152 46 |
| L. R. Harrison..... | 1,343 41 |
| G. McDougall Co..... | 1,466 00 |
| Municipality of Great Village..... | 30 00 |
| | 35,370 25 |
| Cr. | |
| Dubs & Co..... | 98 63 |
| | 35,271 62 |

SESSIONAL PAPER No. 20

No. 11.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, June 30, 1905.

| | 1904. | 1905. |
|-------------------------------------------------------------------------|------------|------------|
| Mileage of railway..... | 1,320.92 | 1,414.67 |
| Engine mileage..... | 8,224,858 | 9,410,293 |
| Train mileage..... | 6,503,579 | 7,296,745 |
| Car mileage..... | 81,030,759 | 88,255,277 |
| Receipts per engine mile.....Cents | 77.07 | 72.08 |
| Receipts per mile of railway.....Dollars | 4,799.10 | 4,795.13 |
| Percentage of passenger earnings to gross earnings..... | 31.89 | 31.03 |
| " freight..... | 63.75 | 64.47 |
| " other..... | 4.36 | 4.50 |
| Expenses per engine mile— | | |
| Drivers, firemen and cleaners' wages.....Cents | 7.58 | 7.95 |
| Fuel....." | 15.02 | 15.81 |
| Oil, tallow, waste and small stores....." | .41 | .48 |
| Repairs to engines....." | 7.21 | 7.34 |
| Water and tank repairs....." | .58 | .51 |
| Miscellaneous....." | .72 | .75 |
| Total..... | 31.62 | 32.84 |
| Mechanical superintendent's salary, office and travelling expenses..... | .20 | .28 |
| | 31.82 | 33.12 |
| Locomotive power per engine mile.....Cents | 31.82 | 33.12 |
| Car expenses....." | 20.76 | 21.68 |
| Maintenance way and works per engine mile....." | 18.14 | 18.30 |
| Station expenses per engine mile....." | 10.67 | 9.97 |
| General charges....." | 6.30 | 5.69 |
| | 87.69 | 88.76 |
| Less car mileage..... | 1.37 | .17 |
| | 86.32 | 88.93 |
| Rental of leased lines..... | 1.70 | 1.49 |
| Total per engine mile..... | 88.02 | 90.42 |
| Locomotive power per train mile.....Cents | 40.24 | 42.71 |
| Car expenses....." | 26.26 | 27.96 |
| Maintenance way and works per train mile....." | 22.94 | 23.61 |
| Station expenses....." | 13.50 | 12.85 |
| General charges....." | 7.96 | 7.34 |
| | 110.90 | 114.47 |
| Less car mileage..... | 1.73 | .22 |
| Total..... | 109.17 | 114.69 |
| Rental of leased lines..... | 2.15 | 1.92 |
| Total per train mile..... | 111.32 | 116.61 |
| Working expenses per mile of railway:— | | |
| Ordinary..... | 5,375.03 | 5,915.74 |
| Rental of leased lines..... | 105.99 | 98.96 |
| | 5,481.02 | 6,014.70 |

E. & O. E.,
MONCTON, N.B.

T. WILLIAMS,
Chief Acct. and Treas.

5-6 EDWARD VII., A. 1906

INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the expenses of the Mechanical Department for year ending
June 30, 1905.

| | |
|--------------------------------------------------------|----------------|
| The miles run by trains..... | 7,296,745 |
| " " engines..... | 9,400,293 |
| " " cars..... | 88,255,277 |
| " " snow ploughs..... | 102,993 |
| Cost of locomotive power..... | \$3,116,653 49 |
| Cost of car repairs— | |
| Repairs to passenger cars..... | \$225,379 24 |
| " postal and express baggage..... | 43,564 62 |
| " freight cars and vans..... | 739,885 73 |
| Oil and waste for packing..... | 10,663 29 |
| Snow ploughs and flangers..... | 24,744 12 |
| | \$1,044,237 00 |
| The cost of locomotive power— | |
| Per 100 miles by trains..... | \$42 71 |
| " " engines..... | 33 15 |
| " " cars and ploughs..... | 3 53 |
| The cost of repairs to cars and ploughs— | |
| Per 100 miles by train..... | \$14 31 |
| " " engine..... | 11 11 |
| " " cars and ploughs..... | 1 18 |
| The cost of oil and waste for packing— | |
| Per 100 miles by train..... | \$0 14 |
| " " engines..... | 0 11 |
| " " cars and ploughs..... | 0 0120 |
| The cost of repairs to cars per 100 miles run by them— | |
| Passenger..... | \$2 12 |
| Postal, express and baggage..... | 0 89 |
| Freight cars and vans..... | 1 02 |
| Ploughs and flangers..... | 24 02 |

J. J. WALKER,

Mechanical Accountant.

E. & O. E.,

MONCTON, N.B., June 30, 1905.

SESSIONAL PAPER No. 20

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the line on July 1, 1904, and June 30, 1905.

| | Locomotives. | First Class Sleepers. | Second Class Sleepers. | Parlour Cars. | Dining Cars. | First Class Passenger. | Second Class Passenger. | Postal and Smoking. | Express and Baggage. | Air Brake Instruction. | Box. | Refrigerator. | Platform, 10, 15, 20 and 30 ton. | Oil Tank Cars. | Hopper, 6 and 15 tons. | Gondolas, 15 and 20 tons. | Coal Cars, 20 tons. | Stock Cars. | Auxiliary Tool Cars. | Vans. | Total. | Snow Ploughs. | Wing Ploughs. | Flangers. | Steam Ploughs. | Total. | Steam Cranes. |
|----------------------------------------------|--------------|-----------------------|------------------------|---------------|--------------|------------------------|-------------------------|---------------------|----------------------|------------------------|-------|---------------|----------------------------------|----------------|------------------------|---------------------------|---------------------|-------------|----------------------|-------|--------|---------------|---------------|-----------|----------------|--------|---------------|
| On hand serviceable July 1, 1904. | 299 | 31 | 31 | 5 | 7 | 115 | 92 | 32 | 50 | 1 | 5,486 | 82 | 2,686 | 15 | 772 | 36 | 528 | 119 | 19 | 99 | 10,206 | 48 | 10 | 22 | 283 | 3 | |
| Condemned July 1, 1904. | 3 | .. | .. | .. | .. | 2 | 1 | .. | .. | .. | .. | 2 | .. | .. | 227 | 18 | 14 | 4 | .. | .. | 268 | 1 | .. | .. | .. | .. | |
| Received during the year on capital account. | 302 | 31 | 31 | 5 | 7 | 117 | 93 | 32 | 50 | 1 | 5,486 | 84 | 2,686 | 15 | 999 | 54 | 542 | 123 | 19 | 99 | 10,474 | 49 | 10 | 22 | 283 | 3 | |
| Received from the Canada Eastern Ry. | 22 | 10 | 4 | 2 | .. | 20 | 4 | 10 | .. | .. | 150 | .. | .. | .. | .. | .. | .. | .. | 2 | .. | 204 | 3 | 1 | 1 | .. | 5 | |
| Changed from large coal to platform. | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 46 | .. | .. | .. | .. | .. | .. | .. | 52 | 3 | 1 | 1 | .. | .. | |
| Changed from gondola to platform. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 71 | .. | .. | .. | 71 | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Changed from wing plough to common. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 | .. | 37 | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | |
| Condemned July 1, 1904. | 331 | 41 | 35 | 9 | 9 | 137 | 97 | 36 | 60 | 1 | 5,636 | 84 | 2,840 | 15 | 999 | 17 | 471 | 123 | 21 | 99 | 10,730 | 53 | 10 | 23 | 288 | 3 | |
| Condemned during the year. | 3 | .. | .. | .. | .. | 2 | 1 | .. | .. | .. | .. | 2 | .. | .. | 227 | 18 | 14 | 4 | .. | .. | 268 | 1 | .. | .. | .. | .. | |
| Rebuilt during the year. | 5 | .. | .. | .. | .. | 3 | 5 | 1 | .. | .. | 111 | 5 | 127 | .. | 305 | 37 | 71 | 6 | 1 | .. | 672 | 3 | 1 | 1 | .. | .. | |
| To be rebuilt. | 3 | .. | .. | .. | .. | 2 | 4 | .. | .. | .. | 111 | .. | 127 | .. | 250 | 37 | .. | .. | 1 | .. | 603 | 3 | 1 | 1 | .. | .. | |
| Add serviceable and repairing. | 2 | .. | .. | .. | .. | 1 | 1 | 1 | .. | .. | .. | 5 | .. | .. | 55 | .. | .. | 6 | .. | .. | 69 | .. | .. | .. | .. | .. | |
| Total. | 329 | 41 | 35 | 9 | 9 | 136 | 96 | 35 | 60 | 1 | 5,636 | 79 | 2,840 | 15 | 944 | 17 | 471 | 117 | 21 | 99 | 10,661 | 53 | 10 | 23 | 288 | 3 | |
| Total. | 331 | 41 | 35 | 9 | 9 | 137 | 97 | 36 | 60 | 1 | 5,636 | 84 | 2,840 | 15 | 999 | 17 | 471 | 123 | 21 | 99 | 10,730 | 53 | 10 | 23 | 288 | 3 | |

E. & O. E.

MONCTON, N.B., June 30, 1905.

J. J. WALKER,

Mechanical Accountant.

5-6 EDWARD VII., A. 1906

B.—INTERCOLONIAL RAILWAY,
STATEMENT of Locomotives and Car Mileage year ending June 30, 1905.

| MONTH. | LOCOMOTIVE MILEAGE. | | CAR MILEAGE. | | | | | | |
|----------------|---------------------|-----------|--------------|------------------------------------|------------|------------|------------------|-----------------------|---------------------|
| | Passenger. | Freight. | Passenger. | Express. Postal and Baggage. | Freight. | Total. | Snow Ploughs. | Average Passenger. | Average Freight. |
| 1904. | | | | | | | | | |
| July..... | 283,993 | 303,121 | 1,129,488 | 474,125 | 5,299,957 | 6,903,570 | ..... | 5.65 | 17.48 |
| August..... | 295,911 | 322,942 | 1,151,968 | 494,383 | 5,856,972 | 7,503,323 | 185 | 5.56 | 18.14 |
| September..... | 280,304 | 327,430 | 1,117,237 | 402,182 | 5,668,927 | 7,248,346 | ..... | 5.64 | 17.31 |
| October..... | 276,415 | 365,969 | 967,052 | 442,570 | 6,574,241 | 7,983,863 | 144 | 5.10 | 17.69 |
| November..... | 256,809 | 363,202 | 880,006 | 419,582 | 6,385,298 | 7,684,886 | 2,460 | 5.05 | 17.58 |
| December..... | 221,776 | 424,765 | 799,180 | 396,626 | 7,052,171 | 8,237,977 | 8,099 | 5.34 | 16.60 |
| 1905. | | | | | | | | | |
| January..... | 212,463 | 377,706 | 718,243 | 360,442 | 5,581,916 | 6,660,301 | 34,055 | 5.07 | 14.77 |
| February..... | 175,517 | 278,260 | 568,855 | 287,470 | 3,693,202 | 4,549,527 | 45,976 | 4.88 | 13.27 |
| March..... | 195,031 | 439,034 | 725,752 | 340,006 | 6,926,321 | 7,992,079 | 11,768 | 5.46 | 15.77 |
| April..... | 183,287 | 455,003 | 725,240 | 336,414 | 7,605,462 | 8,667,116 | 245 | 5.78 | 16.71 |
| May..... | 220,787 | 400,106 | 810,381 | 394,458 | 6,418,346 | 7,623,185 | 91 | 5.45 | 16.04 |
| June..... | 290,397 | 346,487 | 1,042,276 | 481,720 | 5,677,108 | 7,201,104 | ..... | 5.25 | 16.38 |
| Total..... | 2,892,720 | 4,404,025 | 10,635,678 | 4,879,678 | 72,730,921 | 88,255,277 | 102,993 | 5.36 | 16.51 |

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B., June 30, 1905.

SESSIONAL PAPER No. 20

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for year ending June 30, 1905.

| MONTHS. | CONSUMPTION. | | | | | | AVERAGE CONSUMPTION PER 100 MILES. | | | | |
|---------------------|------------------------|------------------------|------------------|------------------|------------------------|---------------------|-------------------------------------|--------------------|------------------|------------------------|---------------------|
| | Hours. in Steam. | Locomotive Mileage. | Tons of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. | Miles run to 1 hour in Steam. | Pounds of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. |
| 1904. | | | | | | | | | | | |
| July | 70,500 | 734,087 | 28,368 | 36,967 | 17,792 | 15,831 | 10.41 | 8,656 | 5.03 | 2.42 | 2.15 |
| August | 73,556 | 769,340 | 30,404 | 38,057 | 18,052 | 17,110 | 10.46 | 8,852 | 4.94 | 2.34 | 2.22 |
| September | 72,811 | 754,537 | 31,058 | 36,458 | 17,320 | 16,552 | 10.36 | 9,220 | 4.83 | 2.29 | 2.19 |
| October | 80,210 | 806,401 | 34,617 | 37,228 | 17,719 | 17,485 | 10.05 | 9,616 | 4.61 | 2.19 | 2.16 |
| November | 80,600 | 788,263 | 35,319 | 35,943 | 17,669 | 17,498 | 9.78 | 10,036 | 4.56 | 2.24 | 2.22 |
| December | 88,521 | 833,190 | 40,787 | 39,611 | 18,165 | 19,059 | 9.41 | 10,965 | 4.75 | 2.17 | 2.28 |
| 1905. | | | | | | | | | | | |
| January | 87,210 | 787,242 | 36,940 | 38,114 | 16,564 | 16,563 | 9.03 | 10,511 | 4.84 | 2.10 | 2.10 |
| February | 76,797 | 653,614 | 32,528 | 32,026 | 14,395 | 13,482 | 8.51 | 11,147 | 4.90 | 2.20 | 2.06 |
| March | 96,065 | 856,981 | 39,970 | 38,733 | 19,378 | 17,781 | 8.92 | 10,447 | 4.52 | 2.26 | 2.07 |
| April | 87,909 | 825,209 | 38,176 | 34,725 | 15,747 | 17,768 | 9.38 | 10,363 | 4.21 | 1.90 | 2.15 |
| May | 80,396 | 791,070 | 32,332 | 35,330 | 14,453 | 18,547 | 9.83 | 9,155 | 4.46 | 1.82 | 2.34 |
| June | 78,450 | 800,359 | 31,481 | 34,802 | 13,783 | 18,809 | 10.20 | 8,811 | 4.34 | 1.72 | 2.35 |
| | 973,025 | 9,400,293 | 411,980 | 437,994 | 201,037 | 206,485 | 9.66 | 9,817 | 4.66 | 2.14 | 2.19 |

MONTGOMERY, N.B., June 30, 1905.

J. J. WALKER,
Mechanical Accountant.

5-6 EDWARD VII., A. 1906

D.—INTERCOLONIAL

STATEMENT of Locomotive Power, for each

| Month. | Miles run by Locomo- tives. | Superin- tendence. | Engine- men's Wages. | Fuel. | Oil and Waste. | Repairs to Engines, Tenders and Tools. | Water. |
|-----------------|--------------------------------------|-----------------------|----------------------------|--------------|-------------------|-------------------------------------------------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1904. | | | | | | | |
| July | 734,087 | 2,095 30 | 55,673 62 | 96,515 03 | 3,181 95 | 42,948 53 | 1,725 90 |
| August . . . | 769,340 | 2,038 73 | 58,089 26 | 104,680 91 | 3,430 35 | 43,385 09 | 2,094 23 |
| September . | 754,537 | 2,060 59 | 57,694 46 | 108,192 84 | 3,239 69 | 40,296 10 | 5,653 47 |
| October . . . | 806,401 | 2,019 34 | 61,393 01 | 121,439 58 | 3,388 10 | 43,327 27 | 3,465 85 |
| November . . | 788,263 | 2,061 61 | 61,013 21 | 127,210 89 | 3,846 51 | 55,825 55 | 3,042 27 |
| December . . | 833,190 | 2,559 18 | 65,983 24 | 149,120 26 | 3,615 20 | 58,259 10 | 6,307 93 |
| 1905. | | | | | | | |
| January . . . | 787,242 | 2,154 51 | 64,394 43 | 137,370 83 | 4,466 51 | 63,722 60 | 3,887 42 |
| February . . | 653,614 | 2,324 22 | 59,888 22 | 126,239 51 | 3,634 41 | 59,516 43 | 5,928 23 |
| March | 856,981 | 2,555 39 | 72,399 03 | 151,641 19 | 5,206 82 | 66,605 69 | 3,990 55 |
| April | 825,209 | 2,272 38 | 65,650 21 | 138,469 79 | 4,129 01 | 109,477 12 | 5,001 89 |
| May | 791,070 | 2,425 20 | 62,328 62 | 106,359 47 | 3,416 23 | 53,938 20 | 4,363 67 |
| June | 800,359 | 2,162 74 | 63,272 34 | 118,678 00 | 3,637 97 | 53,708 15 | 1,893 90 |
| | 9,400,293 | 26,729 19 | 747,779 65 | 1,487,918 30 | 45,192 75 | 691,009 83 | 47,355 31 |

E. & O. E.,

MONCTON, N.B., June 30, 1905.

SESSIONAL PAPER No. 20

RAILWAY.

MONCTON, N.B., June 30, 1906.

| | | AVERAGE PER 100 MILES. | | | | | | | |
|-------------------------------|--------------|------------------------|--------|-------|---------------|----------|--------|-------------------------------|--------|
| Engine Houses and Turntables. | Total. | Superintendence. | Wages. | Fuel. | Oil and Waste | Repairs. | Water. | Engine Houses and Turntables. | Total. |
| \$ cts. | \$ cts. | | | | | | | | |
| 3,402 92 | 205,543 25 | .29 | 7.58 | 13.15 | .43 | 5.85 | .24 | .46 | 28.00 |
| 3,988 68 | 217,707 25 | .26 | 7.55 | 13.61 | .45 | 5.64 | .27 | .52 | 28.30 |
| 3,878 34 | 221,015 49 | .27 | 7.65 | 14.34 | .43 | 5.34 | .75 | .51 | 29.29 |
| 5,505 02 | 240,538 17 | .25 | 7.62 | 15.06 | .42 | 5.37 | .43 | .68 | 29.83 |
| 5,112 82 | 258,112 86 | .26 | 7.74 | 16.14 | .49 | 7.08 | .38 | .65 | 32.74 |
| 7,920 75 | 293,765 66 | .31 | 7.92 | 17.90 | .43 | 6.99 | .76 | .95 | 35.26 |
| 7,213 37 | 283,209 67 | .27 | 8.18 | 17.45 | .57 | 8.09 | .49 | .92 | 35.97 |
| 7,175 16 | 284,706 18 | .35 | 9.16 | 19.31 | .55 | 9.11 | .91 | 1.10 | 40.49 |
| 8,113 24 | 310,511 91 | .30 | 8.45 | 17.69 | .61 | 7.77 | .47 | .94 | 36.23 |
| 6,761 03 | 331,761 43 | .27 | 7.96 | 16.78 | .50 | 13.27 | .60 | .82 | 40.20 |
| 5,846 11 | 240,677 50 | .30 | 7.88 | 13.70 | .43 | 6.82 | .55 | .74 | 30.42 |
| 5,751 02 | 249,104 12 | .27 | 7.90 | 14.83 | .45 | 6.71 | .24 | .72 | 31.12 |
| 70,668 46 | 3,116,653 49 | .28 | 7.96 | 15.83 | .48 | 7.35 | .50 | .75 | 33.15 |

J. J. WALKER,
Mechanical Accountant.

5-6 EDWARD VII., A. 1906

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|----------|--------------|---------------|-----------------------|-----------------------------|-------------------|----------------|------------------------|
| 1905. | | | | | | | |
| July 1. | 19.05 | 102 | Mixed.. | A. G. Cameron... | J. Gallivan..... | 177 | North Sydney Jct.... |
| " 6. | 12.05 | 133 | Express | Wm. Morgan.... | W. J. Hunter.... | 149 | Sussex, N.B..... |
| " 6. | 19.15 | | Shunter | J. Pinault (yard-master). | Geo. Sears.... | 120 | Campbellton, N.B.... |
| " 6. | 22.30 | | " | T. Walsh | C. Skinner..... | 87 | Richmond, N.S. |
| " 11. | 9.30 | | " | A. Coates (acting foreman). | E. Hayward..... | 189 | St. John, N.B..... |
| " 11. | 20.15 | 12 | Mixed.. | A. J. Welling.... | A. Wood..... | 290 | Cold Brook, N.B.... |
| " 14. | 7.10 | | Special. | D. Sweeney..... | Jas. King..... | 226 | Newcastle, N.B.... |
| " 15. | 10.45 | 148 | Freight.. | T. Dussault..... | H. Johnson..... | 175 | Carmel, Que. |
| " 19. | 18.30 | | Pic-nic.. (special) | M. Wilson..... | L. Bradshaw.... | 280 | Moncton, N.B. |
| " 21. | 16.21 | 153 | Express | M. Marchessault. | Geo. Finley..... | 163 | Lévis, Que. |
| " 21. | 16.30 | | | | | | Lévis yard |
| " 23. | 8.48 | | Pilot. | L. S. Paulet..... | Nap. Theriault.. | 182 | Hadlow, Que. |
| " 26. | 17.20 | 49 | Mixed.. | A. Aubin..... | Chas. Mercier.. | 217 | Owen's Siding, Que.. |
| " 31. | 22.55 | 9 | Express | A. E. Brown..... | O. McGinity.... | 26 | Truro, N.S. |
| Aug. 1. | 21.02 | 152 | " | J. Huppe..... | E. St. Pierre.... | 303 | Ste. Flavie, Que. . |
| " 9. | 1.30 | 15 | Freight.. | H. B. Gordon.... | Geo. De Mill.... | 276 | Westcock, N.B. |
| " 10. | | 34 | Express | | | | |
| " 13. | | | | O. Levesque..... | P. Michaud..... | 117 | Montmagny..... |
| " 13. | 12.00 | | | | | | Newcastle, N.B.... |
| " 13. | 7.55 | | Pic-nic.. (special) | J. S. Nickerson.. | H. Snider..... | 283 | Near Shediac, N.B. . |
| " 13. | | | " | " | " | 283 | Near Painsec Junction |
| " 15. | 17.03 | | Special. | E. Smith..... | E. Thomas..... | 270 | Ste. Moïse, Que.... |
| " 15. | | | | | | 125 | Drummondville.... |
| " 17. | 6.25 | | Special. | Wm. Capson..... | F. Belliveau.... | 230 | Sackville, N.B. |
| " 18. | 4.30 | 40 | Freight.. | W. F. Ferguson.. | A. Wood..... | 298 | Chatham Junction... |
| " 20. | 12.59 | 199 | Express | J. B. Crockett... | Geo. Kently.... | 237 | Highlands Crossing . |
| " 22. | 22.45 | 86 | " | J. L. Chisholm... | — McLellan..... | 165 | Near Bedford, N.S.. |
| " 22. | 12.30 | 157 | Mixed.... | G. Lamkie..... | T. G. Scott..... | 187 | Dalhousie Junction . |
| " 24. | 9.20 | | Special. | R. G. Duff..... | J. Burns..... | 266 | Eel River, N.B. |
| " 25. | 4.45 | | Shunter | T. Berube (yard-master). | Jos. Scott..... | 307 | Rivière du Loup. . |
| " 27. | | | | | | | Moncton freight shed.. |
| " 27. | 7.00 | 199 | Express | L. N. Letarte.... | — Huot..... | 172 | Drummondville.... |
| " 29. | 17.30 | | Special. | U. St. Pierre..... | W. Blanchette... | 208 | Ashton Junction.... |
| Sept. 1. | 13.50 | 148 | Freight.. | F. Dussault..... | N. Boutin..... | 175 | Daveluyville, Que.. |
| " 1. | 22.00 | | Special. | J. E. Fleming.... | J. Shaw..... | 222 | New Glasgow..... |
| " 5. | 21.30 | 9 | Express | J. B. Pollock.... | C. Saunders..... | 152 | Grand Lake, N.S. . |
| " 7. | 18.15 | 13 | Express | F. Davison..... | John McLennan.. | 156 | Elmsdale, N.S. |
| " 9. | 8.15 | | Shunter | W. C. Layton (foreman). | I. Johnson..... | 30 | Truro, N.S. |
| " 14. | 4.30 | | " | C. F. Scurr (foreman). | M. O'Brien..... | 123 | Moncton, N.B. |

SESSIONAL PAPER No. 20

RAILWAY.

Line of the Intercolonial Railway during the year ending June 30, 1905.

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict. |
|-------------------------|--------------------------------|---------------------------------------------------------------------------|----------------------------------------------|-------------|
| H. J. Woulfaul..... | Passenger | While attempting to board train in motion fell between platform and cars. | Head bruised and legs broken, died on train. | Accidental. |
| Miss Flewelling..... | Neither. | While crossing track struck by train. | Fatal. | No inquest. |
| J. Pinault..... | Yardmaster | While uncoupling cars. | " | " |
| L. Mullins..... | Brakeman. | While coupling cars. | Finger injured. | |
| John Petrie..... | " | Struck by car. | Arm injured. | |
| Robt. Watson..... | Neither. | Struck by train. | Fatal. | Accidental. |
| Wm. Irvine..... | Brakeman. | Leg cut off while shunting. | " | No inquest. |
| Alp. Martin..... | " | Stepped on nail while unloading freight. | Foot injured. | |
| Miss Chapman..... | Passenger | Fell from train. | Slightly injured. | |
| E. Martin..... | " | Jumped from train. | One leg cut off & other broken. | |
| An Indian..... | Neither. | Fell on rail (intoxicated). | Head cut. | |
| A. Bonneau..... | Brakeman. | While shunting. | Fingers bruised. | |
| Horace Levesque..... | " | While shunting fell from car. | Feet sprained. | |
| Unknown man..... | Neither. | Attempting to board train. | Fatal. | Accidental. |
| Miss Delia Hamilton | Passenger | Jumped from train in motion. | Legs cut off. | |
| — Seely..... | Neither. | Getting on train. | Arm cut off. | |
| Jas. Dunn..... | Employee P.S. & D.C.S. | Took a hæmorrhage of lungs on train between Montreal and Lévis. | Died Aug. 28, 1904. | |
| A. Levesque..... | Employee | Getting off engine. | Hand injured. | |
| Robt. McMurray..... | Brakeman. | Coupling disabled cars. | Fatal. | Accidental. |
| Watson Gross..... | Passenger | Train parted. | " | No inquest. |
| J. H. Gardiner..... | Brakeman | " | Leg cut off and other badly injured. | |
| Cyrille Dion..... | " | Coupling cars. | Finger injured. | |
| P. Bourgeois..... | Neither. | Coaling engine fingers caught in chain. | Three fingers broken. | |
| Geo. Wood..... | " | Attempting to board train, arms cut off. | Fatal. | No inquest. |
| W. F. Ferguson..... | Conductor. | Stepping from between cars fell. | Foot injured. | |
| Mrs. S. Lear..... | Neither. | Crossing track struck by train. | Collar bone broken. | |
| Wm. Marr..... | " | Struck by train. | Fatal. | Accidental. |
| Fred Steeves..... | Brakeman. | While unloading freight. | Side injured. | |
| J. Gallant..... | Fireman | While looking out cab window struck a box car. | Head cut. | |
| J. B. Chamard..... | " | Slipped from engine. | Foot injured. | |
| P. P. Legere..... | Freight porter. | While handling a cask. | " | |
| J. Taylor..... | Passenger | Standing on platform of car 'Chignecto' when it was derailed. | Neck scratched. | |
| A. Poire..... | Brakeman | While shunting. | Finger injured. | |
| Joseph Elie..... | Neither. | Getting on train fell between cars and platform. | Fatal. | Accidental. |
| Geo. Purvis..... | Brakeman | Slipped while getting on engine. | Toes jammed. | |
| A. S. McLellan..... | Fireman. | Fell from engine. | Slightly shaken up. | |
| J. W. Weir..... | Brakeman. | While leaning over side of car, head struck bridge. | Fatal. | No inquest. |
| A. Halliday..... | Car repairer. | While repairing car, it was struck by engine. | Foot and ankle slightly injured. | |
| F. F. Nickerson..... | Brakeman | Foot caught in frog. | Toes (2) jammed. | |

5-6 EDWARD VII., A. 1906

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|-----------|--------------|---------------|-----------------------|-----------------------------|--------------------|----------------|-------------------------|
| 1905. | | | | | | | |
| July 1.. | 19.05 | 102 | Mixed.. | A. G. Cameron.... | J. Gallivan. | 177 | North Sydney Jct.... |
| " 6.. | 12.05 | 133 | Express.. | Wm. Morgan.... | W. J. Hunter.... | 149 | Sussex, N.B..... |
| " 6.. | 19.15 | | Shunter | J. Pinault (yard-master). | Geo. Sears. | 120 | Campbellton, N.B.... |
| " 6.. | 22.30 | | " | T. Walsh | C. Skinner. | 87 | Richmond, N.S..... |
| " 11.. | 9.30 | | " | A. Coates (acting foreman). | E. Hayward | 189 | St. John, N.B..... |
| " 11.. | 20.15 | 12 | Mixed.. | A. J. Welling | A. Wood. | 290 | Cold Brook, N.B. |
| " 14.. | 7.10 | | Special. | D. Sweeney. | Jas. King. | 226 | Newcastle, N.B. |
| " 15.. | 10.45 | 148 | Freight.. | T. Dussault. | H. Johnson. | 175 | Carmel, Que. |
| " 19.. | 18.30 | | Pic-nic. (special) | M. Wilson. | L. Bradshaw. | 280 | Moncton, N.B. |
| " 21.. | 16.21 | 153 | Express | M. Marchessault. | Geo. Finley. | 163 | Lévis, Que. |
| " 21.. | 16.30 | | | | | | Lévis yard. |
| " 23.. | 8.48 | | Pilot. | L. S. Paulet | Nap. Theriault. | 182 | Hadlow, Que. |
| " 26.. | 17.20 | 49 | Mixed.. | A. Aubin. | Chas. Mercier | 217 | Owen's Siding, Que.. |
| " 31.. | 22.55 | 9 | Express | A. E. Brown.... | O. McGinity.... | 26 | Truro, N.S. |
| Aug. 1.. | 21.02 | 152 | " | J. Huppe. | E. St. Pierre. | 303 | Ste. Flavie, Que. |
| " 9.. | 1.30 | 15 | Freight.. | H. B. Gordon.... | Geo. De Mill.... | 276 | Westcock, N.B. |
| " 10.. | | 34 | Express | | | | |
| " 13.. | | | | O. Levesque | P. Michaud. | 117 | Montmagny. |
| " 13.. | 12.00 | | | | | | Newcastle, N.B. |
| " 13.. | 7.55 | | Pic-nic. (special) | J. S. Nickerson.. | H. Snider. | 283 | Near Shediac, N.B. |
| " 13.. | | | " | " | " | 283 | Near Painsie Junction |
| " 15.. | 17.03 | | Special. | E. Smith. | E. Thomas. | 270 | Ste. Moïse, Que. |
| " 15.. | | | | | | 125 | Drummondville. |
| " 17.. | 6.25 | | Special. | Wm. Capson. | F. Belliveau. | 230 | Sackville, N.B. |
| " 18.. | 4.30 | 40 | Freight.. | W. F. Ferguson.. | A. Wood. | 298 | Chatham Junction.... |
| " 20.. | 12.59 | 199 | Express | J. B. Crockett.. | Geo. Kently. | 237 | Highlands Crossing .. |
| " 22.. | 22.45 | 86 | " | J. L. Chisholm.. | — McLellan. | 165 | Near Bedford, N.S. |
| " 22.. | 12.30 | 157 | Mixed.... | G. Lamkie..... | T. G. Scott. | 187 | Dalhousie Junction .. |
| " 24.. | 9.20 | | Special. | R. G. Duff..... | J. Burns. | 266 | Eel River, N.P. |
| " 25.. | 4.45 | | Shunter | T. Berube (yard-master). | Jos. Scott. | 307 | Rivière du Loup. |
| " 27.. | | | | | | | Moncton freight shed. |
| " 27.. | 7.00 | 199 | Express | L. N. Letarte. | — Huot. | 172 | Drummondville. |
| " 29.. | 17.30 | | Special. | U. St. Pierre.... | W. Blanchette | 208 | Ashton Junction. |
| Sept. 1.. | 13.50 | 148 | Freight.. | F. Dussault.... | N. Boutin. | 175 | Daveluyville, Que. |
| " 1.. | 22.00 | | Special. | J. E. Fleming.... | J. Shaw. | 222 | New Glasgow. |
| " 5.. | 21.30 | 9 | Express | J. B. Pollock.... | C. Saunders. | 152 | Grand Lake, N.S. |
| " 7.. | 18.15 | 13 | Express | F. Davison..... | John McLennan.. | 156 | Elmadale, N.S. |
| " 9.. | 8.15 | | Shunter | W. C. Layton (foreman). | J. Johnson.... | 30 | Truro, N.S. |
| " 14.. | 4.30 | | " | C. F. Scurr (foreman). | M. O'Brien. | 123 | Moncton, N.B. |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905.

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict. |
|-------------------------|--------------------------------|---------------------------------------------------------------------------|----------------------------------------------|-------------|
| H. J. Woulfaul. | Passenger | While attempting to board train in motion fell between platform and cars. | Head bruised and legs broken, died on train. | Accidental. |
| Miss Flewelling. | Neither. | While crossing track struck by train. | Fatal. | No inquest. |
| J. Pinault. | Yardmaster | While uncoupling cars. | " | " |
| L. Mullins. | Brakeman. | While coupling cars. | Finger injured. | |
| John Petrie. | " | Struck by car. | Arm injured. | |
| Robt. Watson. | Neither. | Struck by train. | Fatal. | Accidental. |
| Wm. Irvine. | Brakeman. | Leg cut off while shunting. | " | No inquest. |
| Alp. Martin. | " | Stepped on nail while unloading freight. | Foot injured. | |
| Miss Chapman. | Passenger | Fell from train. | Slightly injured. | |
| E. Martin. | " | Jumped from train. | One leg cut off & other broken. | |
| An Indian. | Neither. | Fell on rail (intoxicated). | Head cut. | |
| A. Bonneau. | Brakeman. | While shunting. | Fingers bruised. | |
| Horace Levesque. | " | While shunting fell from car. | Feet sprained. | |
| Unknown man. | Neither. | Attempting to board train. | Fatal. | Accidental. |
| Miss Delia Hamilton. | Passenger | Jumped from train in motion. | Legs cut off. | |
| — Seely. | Neither. | Getting on train. | Arm cut off. | |
| Jas. Dunn. | Employee P.S. & D.C.S. | Took a hæmorrhage of lungs on train between Montreal and Lévis. | Died Aug. 28, 1904. | |
| A. Levesque. | Employee | Getting off engine. | Hand injured. | |
| Robt. McMurray. | Brakeman | Coupling disabled cars. | Fatal. | Accidental. |
| Watson Gross. | Passenger | Train parted. | " | No inquest. |
| J. H. Gardiner. | Brakeman | " | Leg cut off and other badly injured. | |
| Cyrille Dion. | " | Coupling cars. | Finger injured. | |
| P. Bourgeois. | Neither. | Coaling engine fingers caught in chain. | Three fingers broken. | |
| Geo. Wood. | " | Attempting to board train, arms cut off. | Fatal. | No inquest. |
| W. F. Ferguson. | Conductor. | Stepping from between cars fell. | Foot injured. | |
| Mrs. S. Lear. | Neither. | Crossing track struck by train. | Collar bone broken. | |
| Wm. Marr. | " | Struck by train. | Fatal. | Accidental. |
| Fred Steeves. | Brakeman | While unloading freight. | Side injured. | |
| J. Gallant. | Fireman | While looking out cab window struck a box car. | Head cut. | |
| J. B. Chamard. | " | Slipped from engine. | Foot injured. | |
| P. P. Legere. | Freight porter. | While handling a cask. | " | |
| J. Taylor. | Passenger | Standing on platform of car 'Chignecto' when it was derailed. | Neck scratched. | |
| A. Poire. | Brakeman | While shunting. | Finger injured. | |
| Joseph Elie. | Neither. | Getting on train fell between cars and platform. | Fatal. | Accidental. |
| Geo. Purvis. | Brakeman | Slipped while getting on engine. | Toes jammed. | |
| A. S. McLellan. | Fireman. | Fell from engine. | Slightly shaken up. | |
| J. W. Weir. | Brakeman | While leaning over side of car, head struck bridge. | Fatal. | No inquest. |
| A. Halliday. | Car repairer. | While repairing car, it was struck by engine. | Foot and ankle slightly injured. | |
| F. F. Nickerson. | Brakeman | Foot caught in frog. | Toes (2) jammed. | |

5-6 EDWARD VII., A. 1906

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|----------|--------------|---------------|-----------------------|-------------------------------|-----------------------------|----------------|---------------------|
| 1904. | | | | | | | |
| Nov. 16. | 12.00 | 106 | Freight. | W. A. Mann. | F. Satchell. | 160 | North Sydney. |
| " 16. | 8.30 | | Special. | W. Brownrigg. | H. Peeples. | 282 | Bayfield Road. |
| " 19. | 15.50 | | " | D. Sweeney. | C. E. Freeze. | 134 | Collet's Siding. |
| " 19. | 11.30 | | " | A. Gavreau. | L. W. Dutil. | 209 | Hadlow, Que. |
| " 19. | 9.35 | 153 | " | | J. Deveraux. | 194 | Ste. Flavie, Que. |
| " 19. | 21.22 | 17 | Express | C. W. Hennessy. | J. G. McDonald. | 64 | Near Hopewell, N.S. |
| " 19. | 10.58 | | Special. | A. Laliberte. | H. Boutin. | 204 | Near St. Hyacinthe |
| " 19. | 19.40 | 19 | Express | J. J. McNeil. | A. Prowse. | 161 | North Sydney Jct. |
| " 22. | 16.30 | | Special. | | John Baxter. | 263 | Stellarton, N.S. |
| " 24. | | | | | | | Moncton, N.B. |
| " 24. | | | | | | | " |
| " 24. | 14.00 | 41 | Freight. | A. Begin. | T. Matheson. | 243 | Ste. Moise, Que. |
| " 24. | | | | | | | Riv. du Loup |
| " 25. | 5.30 | | Shunter | T. Berube (Yardmaster). | H. Turner. | 302 | " |
| " 26. | 24.00 | | Special. | G. A. Armstrong. | J. King. | 220 | Maccan, N.S. |
| " 28. | 6.45 | | | | J. Clark. | 236 | Halifax. |
| " 28. | 17.00 | | | | | | Truro, N.S. |
| Dec. 3. | 12.00 | | | | | | " |
| " 7. | 17.05 | 2 | Express | C. J. Rhodes. | J. Ross. | 232 | Alton, N.S. |
| " 10. | 19.15 | S.S. | 'Scotia' | L. McGuire. (Captain). | Jas. Anderson. | | Mulgrave, N.S. |
| " 12. | 23.10 | | Special. | L. Gingras. | D. Côté and W. Mountain. | 200 141 | St. Lambert, Que. |
| " 12. | 12.30 | 34 | Express | W. A. Mitchell. | Jos. Cloutier. | 102 | St. Hubert. |
| " 16. | 7.00 | | | | | | Truro, N.S. |
| " 17. | 13.10 | | Shunter | A. Dickie (Yardmaster). | B. Lutes. | 122 | Campbellton. |
| " 21. | 9.00 | 304 | Mixed. | A. Crookshank. | N. J. Ivory. | 17 | Chatham. |
| " 25. | 19.30 | | Special. | Jas. Langille. | O. Bruce. | 289 | Londonderry. |
| " 30. | 17.45 | | " | A. Laliberte. | J. W. Dean. | 204 | Daveluyville. |
| 1905. | | | | | | | |
| Jan. 2. | 11.30 | | Shunter | D. Laplante. (Yardmaster). | J. Scott. | 302 | Riv. du Loup. |
| " 2. | 11.30 | 50 | Express | O. Levesque. | A. Goulet. | 213 | Cap St. Ignace. |
| " 3. | 5.30 | | | | | | Hadlow. |
| " 3. | 9.10 | 141 | Mixed. | A. Calder. | A. Sproull. | | Westville, N.S. |
| " 5. | 21.23 | 75 | Freight. | D. Hains. | W. F. Smallwood. | | Newcastle, N.B. |
| " 9. | 11.00 | | | | | | Truro, N.S. |
| " 11. | | | | | | | Moncton, N.B. |
| Jan. 16. | 6.40 | | Shunter. | W. N. Bovard. | A. Woods. | 193 | Moncton. |
| " 21. | | | | | | | Riv. du Loup. |
| " 23. | | | | | | | Union, N.S. |
| " 24. | | | Special. | D. Hains. | A. S. Bourgeois. | 250 | Dickie's, N.B. |
| " 26. | 18.00 | | Shunter | | M. O'Shaughnessy. | 230 | New Castle, N.B. |
| " 27. | 10.00 | | " | | — Johnson. | 61 | Truro, N.S. |
| " 28. | 20.45 | | Special. | E. K. O'Brien. | H. A. Peeples. | 282 | Monastery, N.S. |
| " 29. | 9.45 | | Snowtrain | | A. Cook. | 184 | Moncton, N.B. |
| " 30. | 13.00 | | | | | | Amherst, N.S. |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905—*Continued.*

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|-------------------------|--------------------------------|----------------------------------------------------------------------------|-----------------------------------|----------------------------|
| D. A. Cameron..... | Employee. | While unloading castings. | Finger injured. | Accidental. |
| J. T. Haliday..... | Brakeman. | While shunting. | Hand injured. | |
| J. Cormier..... | " | " | " | |
| Frank Evans (boy)... | Neither. | Run over by train. | Fatal | |
| Alex. Madore..... | Employee. | Struck by train. | Slightly injured. | Accidental. |
| Unknown man..... | Neither. | " | Fatal | |
| Jos. Barbeau..... | " | Horse frightened by engine. | Slightly injured. | |
| Miss M. A. McDougall. | Passenger. | Jumped from train while in motion. | Face slightly injured. | |
| Angus McKenzie..... | Employee. | While engine was backing out of engine house, caught between cab and post. | Back and leg injured. | |
| Andrew Babineau.... | " | Engine struck ladder on which he was working. | Elbow injured. | |
| C. Richard..... | " | Engine struck ladder on which he was working. | Heel injured. | |
| J. B. St. Pierre..... | " | While unloading oil. | Finger injured. | |
| — Martel..... | Porter. | Unloading freight. | Back sprained. | |
| J. A. Savard..... | Brakeman. | Fell from car. | Knee injured. | |
| J. F. Armstrong..... | " | While shunting. | Hand injured. | |
| John Spruce..... | Employee. | Run over by engine. | Fatal | |
| George E. Whidden.... | " | Baggage truck slipped off platform. | Finger jammed. | No decision rendered. |
| John Glenfield..... | " | Iron fell on his foot. | Toe injured. | No inquest. |
| A. McKinnon..... | Passenger. | Slipped while getting on train. | Fatal | |
| Stephen McIsaac..... | Employee. | While cleaning an air-pump. | Hand injured. | |
| L. G. Gelly..... | Fireman. | Fell from tender. | Arm injured. | |
| Dr. Quintil..... | Neither. | Fell while crossing track. | Slightly shaken up. | |
| Howard Crow..... | Employee. | While letting down semaphore. | Lip cut. | |
| A. Dickie..... | Yardmaster. | Slipped while in act of stepping on foot-board of engine. | Badly bruised. | |
| A. Crookshank..... | Driver. | While coupling cars. | Hand injured. | |
| — McInnis..... | Neither. | Struck by train. | Slightly injured. | |
| N. Fournier..... | Fireman. | Gauge-glass broke. | Eye cut. | |
| D. Laplante..... | Yardmaster. | While coupling cars. | Stomach injured. | |
| L. Bergeron (boy)... | Passenger. | Fell from train. | Fatal | Accidental. |
| J. Forgue..... | Employee. | While working semaphore, wire broke. | Wrist sprained. | |
| Raymond Jollyman.... | Brakeman. | While shunting fell from box car. | Arm and side injured. | No inquest. |
| Wm. Hache..... | Employee. | Struck by engine. | Fatal | |
| David Christie..... | " | Fell from box car. | " | |
| J. H. Gardiner..... | Clerk. | Fell down stairs. | Leg broken. | |
| Amos Lirette..... | Employee. | Struck by cars. | Fatal | No inquest. |
| J. Dumas..... | " | Fell while getting on van. | Internal injuries. | |
| W. Brownrigg..... | " | Train parted and collided throwing him from cupola. | Legs broken. | No inquest. |
| John Cowans..... | Neither. | Struck by train. | Fatal | |
| W. B. Foley..... | Brakeman. | While shunting. | Hand injured. | |
| Angus Lindsay..... | Employee. | Working in flanger, struck by lever. | Face cut. | |
| J. T. Fleming..... | " | Thrown from derailed car. | Slightly injured. | No inquest. |
| Ed. Melanson..... | Brakeman. | While getting on car, leg cut off. | Fatal | |
| Chas. Blanche..... | Employee. | While testing semaphore struck by lever. | Jaw broken and teeth knocked out. | |

5-6 EDWARD VII., A. 1906

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No. of Train. | Descrip- of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|---------|--------------|---------------|--------------------|--------------------------|----------------------------------|----------------|--------------------------------------|
| 1905. | | | | | | | |
| Feb. 2. | 21.00 | | Special | T. Dussault. | W. J. Atkinson. | 206 | Near Aston Jct. |
| " 4. | 11.23 | 25 | Express | Jas. Daley. | C. P. Atkinson. | 46 | Near Londonderry. |
| " 4. | 15.45 | | Shunter | | M. Tobin. | 95 | Halifax, N.S. |
| " 11. | 15.00 | | Special | Wm. McGillivray. | Colin Keefe. | 12 | Point Tupper. |
| " 11. | 10.10 | | Snowtrain | | W. Young. | 104 | Campbellton, N.B. |
| " 14. | 19.15 | 71 | Mixed | Geo. Lamkie. | J. Oakleaf. | 187 | Dalhousie Jct. |
| " 15. | 19.00 | | Special | C. McDougall. | W. King. | 294 | Bathurst, N.B. |
| " 17. | 13.10 | | Shunter | | Arthur Dion. | 206 | Hadlow, Que. |
| " 20. | 6.00 | | | | Henry Duclos. | 208 | Hadlow Shop. |
| " 21. | 4.35 | | Special | Jas. McLaughlin. | H. Campbell. | 33 | Tracadie. |
| " 24. | 23.10 | | Shunter | A. Simmons. | M. Flavin. | 205 | Halifax, N.S. |
| " 25. | 19.05 | 76 | Freight. | N. Sirois. | J. Gorham. | 247 | Trois Pistoles. |
| " 26. | 19.00 | | Special | A. C. McLean. | D. Matheson. | 67 | Barrachois, N.S. |
| " 27. | 10.00 | | Shunter | | { J. McDermott... { J. Moody. | 8 193 | Moncton, N.B. |
| " 28. | 5.15 | | Special | J. N. Bernier. | W. Atkinson. | 63 | Ste. Rosalie. |
| Mar. 7. | 10.40 | 6 | Freight. | Geo. L. Nixon. | J. Donald. | 290 | Norton, N.B. |
| " 8. | 5.00 | | Special | E. Harrett. | A. Probert. | 77 | Westville, N.S. |
| " 9. | 22.30 | | Shunter | John Yeomans. | M. Flavin. | 188 | Halifax, N.S. |
| " 10. | 13.05 | | Special | F. Dixon. | J. Gunning. | 262 | Campbellton, N.B. |
| " 10. | 21.30 | | " | A. Frizzle. | A. Leitch. | 24 | Richmond. |
| " 12. | 8.35 | | " | W. N. Bovard. | A. R. Price. | 220 | Chatham, Jct. |
| " 14. | 18.12 | | Light engine. | | Wm. Lovett. | 64 | Richmond. |
| " 19. | 11.00 | | Special | F. Totten, (foreman.) | P. McInnis. | 241 | " |
| " 21. | 10.10 | | " | J. Maloney. | — Anderson. | 234 | Newcastle, N.S. |
| " 21. | 21.20 | | " | A. H. Hayman. | B. Johnson. | 293 | Between Dickie's siding and McKay's. |
| " 22. | 16.50 | 34 | Express | John Berry. | Jas. Clark. | 235 | Shubenacadie. |
| " 24. | 9.40 | | Special | A. Lockhart. | L. Bradshaw. | 223 | Near Pugsley's siding. |
| " 27. | 12.45 | 24 | Freight. | J. B. Crockett. | W. Gross. | 284 | Amberst, N.S. |
| " 28. | 21.00 | 23 | " | W. J. Ellis. | W. McDonald. | 265 | Oxford, Jct. |
| " 30. | 4.45 | | Special | M. Wryn. | Jos. Stockford. | 275 | Amberst, N.S. |
| April 4 | 7.30 | | Shunter | J. Halliday. | J. Gilfillan. | 190 | " |
| " 6. | | | | | | | St. Hilaire, Que. |
| " 8. | 18.00 | | Shunter | G. Malcolm (Foreman.) | G. Currie. | 89 | Halifax, N.S. |
| " 8. | 15.20 | | | J. E. Fogarty | S. Watson. | 127 | Moncton, N.B. |
| " 11. | 11.30 | 33 | Express | Geo. Walker. | E. Parson. | 76 | Monmagny, Que. |
| " 12. | 12.20 | | Special | E. Johnson. | R. Hamilton. | 277 | Hilden, N.S. |
| " 17. | 17.30 | | Shunter | W. E. Layton (Foreman.) | J. Johnson. | 61 | Truro, N.S. |
| " 18. | | | | | | | Pictou, N.S. |
| " 20. | 17.25 | 13 | Milk. | F. A. Davison. | — White. | 147 | Bedford, N.S. |
| " 21. | 21.00 | | Shunter | J. Russell (Yardmaster.) | G. Sears. | 120 | Campbellton, N.B. |
| " 24. | 5.10 | | Special | M. Wryn. | Frank Gibson. | 267 | Dorchester, N.B. |
| " 27. | 19.30 | | Shunter | | John Flavin. | 238 | Halifax, N.S. |
| " 27. | | | | | | | " |
| " 29. | 13.00 | 84 | G.T.R. | — O'Brien. | | 874 | St. Rosalie, Jo. |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905—*Continued.*

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|--------------------------|--------------------------------|------------------------------------------------------------|---------------------------------------|--------------------------------------|
| W. J. Atkinson . . . | Driver | Fell on injector pipe | Arm burned . . . | Accidental. |
| John McNeely . . . | Neither | Walking on track, struck by train. | Fatal | |
| Albert Howell . . . | Brakeman | Fell while getting on cars . . . | Thigh injured . . | No inquest. |
| John B. Muirgrave . . | " | While coupling cars | Hand injured . . . | |
| Jas. Black | Employee | Fell between cars | Fatal | |
| J. Oakleaf | Driver | Side rod broke | Slightly injured . . | |
| C. McDougall | Conductor | Slipped while shunting a car . . | Finger injured . . | |
| John Heatherington . . | Employee | Struck by engine | Badly injured . . . | |
| Henry Duclos | Driver | While tightening gauge-glass nuts. | Head cut | Accidental. |
| Gordon Somers | Employee | Engine left track | Fatal | |
| W. Sweet | Brakeman | Fell between cars while shunting | Back and side injured. | |
| F. F. Martin | " | Fell while shunting | Knee cap injured | |
| D. Matheson | Driver | Engine left rails, thrown from cab. | Leg broken | No inquest. No decision rendered. |
| W. D. Graves | Brakeman | Flanger left rails | One leg broken and the other injured. | |
| R. LeBlanc | Fireman | While shaking fire struck by bar. | Head cut | |
| Frank McKinnon . . . | Brakeman | While coupling cars | Hand injured . . . | |
| Wm. Johnson | " | Fell between cars | Legs fractured . . | |
| L. Baker | " | While shunting, fell from box car. | Head injured . . . | |
| C. McWilliams | " | While removing chain from disabled car. | Arm bruised | |
| Harvey Levi | " | While uncoupling engine | Head injured . . . | |
| P. Ferguson | " | Fell while getting on car | Fatal | |
| Jas. Murphy | Employee | While getting on engine | " | |
| S. McEachern | Brakeman | While coupling cars one leg cut off and internal injuries. | " | No inquest. |
| Byron Meade | " | Jumped from car | Feet injured | No inquest. |
| Immigrant | Passenger | Fell from train | Slightly injured . . | |
| Old squaw | " | Died on train | " | |
| L. Bradshaw | Driver | Fell from running board of engine. | Head cut | |
| F. Nickerson | Brakeman | While shunting | Badly injured . . . | |
| Stanley McCullough . . | " | " | Slightly injured . . | |
| Thos. Warren | " | Fell while getting off box car . . | Shoulder injured . . | |
| P. Belliveau | Neither | Caught while passing between cars. | Fatal | |
| Alfred Boutin | Employee | While lowering semaphore | Head cut | |
| John Hibbitts | Brakeman | Fell from car while shunting . . | Leg broken | |
| W. Osborne | " | While shunting | Breast and shoulder injured. | No inquest. |
| Amedee Fortin | Neither | While getting off moving train. | Knee cap broken | |
| F. Boomer | Brakeman | While shunting caught between cars. | Fatal | |
| W. Wallace | Neither | Fell from coal car | Back slightly injured. | |
| Hardy McDonald | Employee | While unloading freight | Foot injured | |
| Thos. Jackson, (boy) . . | Passenger | Jumped from moving train | Slightly injured . . | Accidental. |
| W. Payne | Employee | Jumped from moving engine . . . | Internal injuries . . | |
| John Pyne | Neither | Struck by train | Fatal | |
| E. Sims | Brakeman | While shunting | Head injured . . . | |
| John Lovett | Employee | While attempting to board train, struck blind switch. | Head and body injured. | |
| L. E. Carpenter | " | Jumped from train in motion . . | Wrist injured . . . | |

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INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

| Date. | Time of Day. | No of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. |
|------------|--------------|--------------|-----------------------|-----------------------------|--------------------|----------------|------------------------|
| 1906. | | | | | | | |
| April 29.. | 1 00 | 70 | Suburban. | T. Johnson. | W. Lovett. | 108 | Halifax, N.S. |
| " 29.. | | | | | | | Betw'n Hadlow & Lewis |
| May 1.. | 15 09 | | | E. L. Watts. | | | Dalhousie. |
| " 4.. | 15 30 | | Shunter | E. McEachern (Foreman.) | R. McInnis. | 87 | Halifax, N.S. |
| " 4.. | 14 55 | | Pilot. | Wm. Tees. | F. Goddard. | 186 | St. Rosalie. |
| " 8.. | 9 00 | | Shunter | | H. Como. | 184 | St. John, N.B. |
| " 9.. | 10 00 | | " | | | | Sydney, C.B. |
| " 18.. | 17 30 | 35 | Express | | Alex. Donald. | 6 | Campbellton, N.B. |
| " 26.. | 7 18 | 45 | Freight | F. Dumont. | O. Halle. | 70 | St. Anne, Que. |
| " 27.. | 17 30 | | Shunter | F. Dunbar (Foreman.) | A. McGrath. | 205 | Halifax, N.S. |
| " 31.. | 14 15 | | Shunter | J. E. Fogarty (Foreman.) | S. Wat on. | 127 | Moncton, N.B. |
| June 1.. | 21 00 | | Shunter | | S. Stewart. | 61 | Truro, N.S. |
| " 5.. | 8 05 | | Shunter | | J. Phinney. | 59 | " |
| " 8.. | 19 00 | | | | | | Halifax, N.S. |
| " 13.. | | | | | | | New Glasgow, N.S. |
| " 14.. | 16 33 | 85 | Express | W. J. Ross. | D. Yould. | 49 | Hopewell, N.S. |
| " 16.. | | | | | | | New Mills |
| " 19.. | 2 30 | 13 | Milk. | F. A. Davison | | | Halifax, N.S. |
| " 21.. | 10 05 | 37 | Freight. | Jas. Card. | Geo. Milne. | 103 | Acadiaville |

SESSIONAL PAPER No. 20

RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905.

| Name of Person Injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|-------------------------------|--------------------------------------|----------------------------------------------------------|--------------------------------|----------------------------------|
| A. Simmons..... | Employee | While attempting to board train, struck blind switch. | Head and body injured | Accidental. |
| Miss Roy (little girl). | Neither. | Run over by engine | Fatal | |
| Patrick Leblanc..... | Employee | While putting stove grate in place. | Wrist injured... | |
| James Ryan..... | Brakeman.... | While shunting | Hand slightly in- jured. | |
| Philip Tremblay.... | Neither..... | While passing between cars | Foot injured | Accidental. |
| Alfred McElwaine.... | Brakeman.... | While coupling cars | Head injured | |
| P. H. Sampson..... | Employee | While unloading freight, board slipped. | Head slightly in- jured. | |
| F. Leblanc..... | Brakeman.... | While uncoupling engine from cars. | Arm scalded.... | |
| F. Blanchette | Neither..... | Found alongside track | Fatal | Accidental. |
| John Purvis..... | Brakeman.... | While coupling cars | Hand injured | |
| F. B. Isaacs..... | " | Fell between cars, arm and leg badly crushed. | Fatal | No inquest. |
| Amos Biswagner.... | " | While coupling cars | Thumb and fin- ger injured. | |
| A. Carlyle | " | " | Hand injured.... | No inquest. |
| J. O'Grady (boy)... | Neither..... | While playing in yard, logs rolled on him. | Fatal | |
| John McDonald.... | Employee | Foot step on car gave way.... | Toes injured.... | Accidental. |
| J. R. Smith | Neither..... | Struck by train | Fatal | |
| Alex. Wood..... | " | Found in cattle-guard | " | Accidental. |
| S. Hall | Employee | Loading milk in car | Ankle broken.... | |
| Jos. Horseman.... | Brakeman.... | Unloading freight | Two fingers in- jured. | |

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WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS

MONCTON, N.B., September 24, 1905.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended June 30, 1905.

No. 1.—Revenue Account.

No. 2.—Maintenance of Ways and Works.

No. 3.—General Balance.

No. 4.—Statement of Earnings.

I also send you the report of the Engineer of Maintenance on the condition of the permanent ways and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings show a decrease, compared with those of the previous year, as follows:—

| | |
|----------------------------|--------------------|
| Earnings 1904-05.. | \$50,038 67 |
| Earnings 1903-04.. | 53,634 05 |
| Decrease.. | <u>\$ 3,595 38</u> |

The decrease was in both passenger traffic and freight traffic.

The net earnings for the year were \$23,175.51.

The permanent way and works received necessary repairs and are in good order.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., August 31, 1905.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor Branch, for the year ending June 30, 1905.

TRACK.

During the past year 604 feet of 4-inch and 1,510 feet of 4½-inch, were taken out of the track, and 284 feet of 4-inch, 978 feet, of 4½-inch and 852 feet of 4¾-inch rails, cut and relaid.

TIES.

19,651 ordinary ties, and 8 sets of switch ties were renewed during the year.

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BALLASTING.

45 cubic yards of gravel and ashes were distributed and put under during the year.

SWITCHES AND SEMAPHORES.

During the year one new semaphore was erected in Windsor yard, and a new set of switch gear installed at Tuft's Cove, repairs were made to all existing switches and semaphores.

SIDINGS.

During the year 950 feet of new siding accommodation was provided at different points.

FENCING.

Four hundred and nineteen rods of new Page wire fence were built during the year, and necessary repairs made to existing fences.

BUILDINGS AND PLATFORMS.

Repairs.

Windsor, engine house.
Windsor, baggage room.
Windsor, freight platform.
Windsor, freight shed.
Windsor, passenger platform.
Windsor, baggage room floor.
Mount Uniacke, temporary tank.
Mount Uniacke, platform.
Hartville, passenger platform.
Beaver Bank, station.
Ellershhouse, station.
Ellershhouse, freight shed.
Newport, station.
Newport, station.
Three Mile Plains, platform.
Windsor Junction, platform.
Windsor Junction, station.
South Uniacke, new station.

MASONRY.

Windsor Junction, new chimney in baggage room.
Windsor Junction, cellar wall, station.

BRIDGES AND CULVERTS.

Big Bog Bridge, new top.
Ellershhouse, culvert.
Necessary repairs made to all wooden culverts.

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MASONRY.

Jordan Bridge, pointed piers and abutments.
St. Croix Bridge, pointed piers and abutments.

GENERAL.

Repairs were made to cattle guards, road crossings and gates throughout the line, where required.

Glazing was done, and glass put in, where required.

Outhouses and approaches to public road crossings were whitewashed, where necessary.

Semaphores and signals were painted, where required.

Necessary repairs were made to hand-cars and trollies, and wheel-barrows, throughout the line.

Ladders for semaphores and buildings were provided, where required.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

Engineer of Maintenance of Way and Works.

WINDSOR BRANCH RAILWAY.

REVENUE Account, year ended June 30, 1905.

| Previous Year. | Expenditure. | Year ended June 30, 1905. | Previous | Earnings. | Year ended June 30, 1905. |
|----------------|-------------------------|---------------------------|-----------|-----------------------------|---------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 24,281 09 | Main. of way and works. | 26,863 16 | 14,527 58 | Passenger traffic | 13,829 22 |
| 29,352 96 | Balance. | 23,175 51 | 37,950 95 | Freight traffic | 35,064 66 |
| | | | 1,155 52 | Mails | 1,144 79 |
| 53,634 05 | | 50,038 67 | 53,634 05 | | 50,038 67 |

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

MONCTON, N.B., June 30, 1905.

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WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works, year ended June 30, 1905.

| Previous Year. | | Year ended June 30, 1905. |
|-------------------|-------------------------------------|---------------------------------|
| \$ cts. | | \$ cts. |
| 10,117 96 | Repairs of track | 11,744 04 |
| 5,050 13 | Rails and fastenings | 420 93 |
| 2,724 27 | Ties | 5,605 00 |
| 1,587 51 | Bridges | 625 25 |
| 46 80 | Signals | 18 24 |
| 1,999 03 | Culverts, cattle guards, &c. | |
| 7 50 | Wharf at Windsor | 106 49 |
| 604 65 | Buildings and platforms | 2,067 28 |
| 7 10 | Hand cars and trollies | 10 10 |
| 541 23 | Removing snow and ice | 4,063 04 |
| 191 90 | Tools and repairs of same | 206 80 |
| 216 29 | Fencing | 830 05 |
| 1,078 69 | Accountant's office and expenses .. | 1,135 09 |
| 108 03 | Miscellaneous | 30 85 |
| 24,281 09 | | 26,863 16 |

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

MONCTON, N.B., June 30, 1905.

WINDSOR BRANCH RAILWAY.

GENERAL Balance, year ended June 30, 1905.

| 1905. | \$ cts. | 1905. | \$ cts. |
|--------------------------|---------|-----------------------------------|---------|
| June 30. To Stores | 226 72 | June 30. By Dominion account. . . | 362 05 |
| D. A. Ry. | 135 33 | | |
| | 362 05 | | 362 05 |

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

MONCTON, N.B., June 30, 1905.

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WINDSOR BRANCH RAILWAY.

MONTHLY Statement of Receipts—One-third Earnings.

| Month. | | Passenger Traffic. | Freight Traffic. | Mails. | Totals. |
|-----------|-----------|--------------------|------------------|----------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| July, | 1904..... | 1,661 81 | 1,736 40 | 96 91 | 3,495 12 |
| August | "..... | 1,938 92 | 1,992 17 | 96 91 | 4,028 00 |
| September | "..... | 2,375 42 | 4,688 80 | 96 90 | 7,161 12 |
| October | "..... | 1,331 77 | 4,482 43 | 96 90 | 5,911 10 |
| November | "..... | 1,070 19 | 4,128 69 | 96 90 | 5,295 78 |
| December | "..... | 921 52 | 2,838 56 | 96 91 | 3,856 99 |
| January, | 1905..... | 568 56 | 2,822 92 | 96 91 | 3,488 39 |
| February | "..... | 255 66 | 1,039 95 | 96 90 | 1,392 51 |
| March | "..... | 722 41 | 4,292 74 | 89 55 | 5,104 70 |
| April | "..... | 868 53 | 2,938 75 | 95 68 | 3,902 96 |
| May | "..... | 842 01 | 2,280 94 | 88 64 | 3,211 59 |
| June | "..... | 1,272 42 | 1,822 31 | 95 68 | 3,190 41 |
| | | 13,829 22 | 35,064 66 | 1,144 79 | 50,038 67 |

T. WILLIAMS,

Chief Acct. and Treas.

E. & O. E.

MONCTON, N.B., June 30, 1905.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., September 13, 1905.

SIR,—I have the honour to submit the following reports on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1905.

I enclose the report of the superintendent, including statements of the various accounts; also the report of the chief engineer on the works charged to capital account.

The mileage of the railway was the same as last year, 209 miles.

The expenditure on capital account during the year was \$591,412.65.

This makes the total cost of the railway on June 30, 1905, \$6,719,529.45. Of the expenditure during the year \$151,065.48 was on account of the Murray Harbour Branch, and \$133,153.85 for the Hillsborough bridge, which is a part of that branch: \$99,971.58 on account of a branch line from Cardigan to Montague bridge, and \$44,008.24 on account of a branch line to Vernon river bridge.

The results of operating the railway are much less favourable than last year, the working expenses being \$370,464.44, and the gross earnings \$217,330.61, a loss of \$153,133.83, as compared with the previous year, when the loss was \$101,305.41.

The gross earnings from freight traffic decreased \$19,336.89 as compared with last year. There was an increase in passenger traffic of \$127.06, and in mails and express freight of \$2,150.41, making a total decrease in gross earnings \$17,059.42.

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There was an increase of \$34,769.00 in the working expenses compared with last year.

The permanent way and works and the rolling stock are in a state of efficiency.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., September 12, 1905.

SIR,—I have the honour to submit the following report on capital account expenditures for the fiscal year ending June 30, 1905.

HILLSBOROUGH BRIDGE.

Substructure.

North approach.—During the year, the remainder of the cribs to complete the work were built and placed along the toe of the slope.

The material forming the embankment was excavated by means of a steam shovel, and transported by locomotives and cars, from the borrow pit, situated on the P.E.I. Railway, about $1\frac{1}{2}$ miles from Charlottetown, to the site. The work of filling began July 12, and was completed November 4—109,500 cubic yards of material having been excavated and placed in the work during that period. Owing to the great depth of soft mud at the site, great difficulty was experienced in forming the embankment; but the work was carried on vigorously, night and day. The slopes have been protected with rip-rap, haid laid to a height of four feet above extreme high water. When the trimming above this is done the work will be completed.

South approach.—A temporary trestle for the purpose of forming the embankment was built between the shore and the south abutment. The material obtained from borrow pits, situated on the right of way of the Murray Harbour Branch Railway, was excavated by a steam shovel, and transported by locomotives and cars to the site. The work of filling began November 15, and was completed December 17—27,100 cubic yards of material being used.

The work of protecting the slopes with hand laid rip-rap was commenced May 11 and completed June 3. The slopes and top of embankment have been trimmed and the approach completed.

Pier No. 11.—The stone masonry above the cut water was completed November 17.

General.—The work of protecting the foundations of the piers with rip-rap and mud was carried on and completed during the year. Any necessary pointing of masonry has been done, and with the exception of the trimming of the north approach and some clearing up. The whole work under the contract is completed.

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Superstructure.

The additional metal parts for floors and sidewalk, brackets, supplied under contract with the Dominion Bridge Company, Ltd., were delivered to the contractor as required from time to time throughout the year.

The swing span, to be erected under contract by the Dominion Bridge Company, Ltd., has not yet been placed on the piers.

The eleven spans previously forming the superstructure of the Miramichi bridge, were transported from that site, and the delivery in Charlottetown was completed early in September last. To expedite the work of erection, a second erecting stage was built in August.

The erection work began July 20, and the first span was floated to its position between piers 0 and 1, September 19. The second span was placed between piers 1 and 2 September 26. The third span between piers 2 and 3, October 13. The fourth span between piers 6 and 7, October 31. The fifth span between piers 7 and 8, November 16, and the sixth span between piers 8 and 9, on November 25. Work was suspended in December for the winter. The seventh span was placed in position between piers 5 and 6, May 24. The eighth span, between abutment A and pier 0, June 1, and the ninth span between piers 9 and 10, June 15. The tenth and eleventh spans are erected on the stages and ready to be floated to position on the piers.

Two hundred and thirty-three thousand feet B.M. of southern hard pitch pine, and 74,000 feet B.M. of white pine have been delivered for the flooring of the bridge and rest piers.

Connection between main line and Hillsboro' bridge.

This work was done under contract, and consisted in grading and completing the roadbed to formation level, laying ties and rails, building the necessary culverts for drainage, and fencing the right of way. The ballasting was done by day labour, and is now completed.

Improvements to water service.

A portion of the work was done under contract, and consisted of pipe laying for water supply at the following stations on the main line: Georgetown, Alberton, Hunter river, Harmony, West Devon, Summerside, Ashton and Mount Stewart.

Five thousand seven hundred and twenty cubic yards of excavation was made and refilled, and in all two miles of pipe laid. Work was begun in July and completed in September.

Charlottetown extension of tracks along water front.

This work consisted of the building of a spur line, one-quarter of a mile in length, to the Department of Marine and Fisheries wharf, at the foot of Great George street. The land for right of way was acquired and the work of construction completed. The material for filling the slip at the foot of Great George street was transported by locomotives and cars from borrow pits on the main, line and a temporary trestle was built at the slip to expedite the work of unloading.

Increased accommodation at Georgetown.

Plans and specifications have been prepared and a contract let for the construction of a pile wharf and addition to freight shed. A large quantity of material has been delivered on the ground for this work.

Murray Harbour Branch.

During the year the road was extended from Murray river to Murray harbour by contract, a distance of 4.56 miles.

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Booking stations, way stations, shelters, platforms, and freight sheds and tool houses required were built by contract. Track tools were supplied, and all stations and offices supplied with necessary fittings. Eight thousand five hundred lineal feet of portable snow fences were built by contract.

Branch line to Vernon River bridge.

This is being done under contract, and the work is well advanced. Distance 4.59 miles.

To straighten lines at Curtis Creek.

This work was done by contract and is now completed. Length, 6,146 feet.

Branch line from Cardigan to Montague bridge.

This line is being built by contract and work is well advanced. Clearing has been completed. Including line excavation, about three-fourths done. Length, 6.38 miles.

Survey from main line to west shore.

The ground has been carefully examined and preparations made to complete the survey after the crops have been harvested.

Swing span, Morrell river bridge.

A contract was let for the superstructure and the shopwork is about completed. The creosoted piles and hard pine timber required have been ordered, but are not yet delivered.

Survey to New London.

Instrumental preliminary surveys were made, as follows: Route A, from Emerald junction, by the way of Greenville valley, via Stanley bridge, and stopping at Clifton, a distance of 13 miles. Route B, from Emerald junction through Clinton and Clifton, stopping at Stanley bridge, 13½ miles. Plans, profile and estimates were prepared in each case.

Survey from Souris or Harmony to Elmira.

Instrumental preliminary surveys were made, as follows: From Souris to Elmira, 13.2 miles; and from New Harmony, 2 miles, to join the other line at mile 5 from Souris, also plans, profiles and estimates prepared in each case.

Improvements at Summerside.

This consists of enlarging the grounds for the purpose of providing additional tracks, &c.

York station for freight shed.

This work has been done.

To enlarge freight shed at Bradallbane.

This work has been done.

Station at Piusville.

This building was erected by M. F. Schurman Co. by contract.

Station at St. Teresa:

This building was erected by M. F. Schurman by contract.

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To widen wharf and provide coal shed at Summerside.

The coal shed was erected by contract by J. M. Clark & Co., and widening of the wharf done by day labour.

Dwelling for agent at Miscouche.

This building was erected by J. M. Clark & Co., by contract.

Dwelling for agent at Bloomfield.

This building was erected by J. M. Clark & Co., by contract.

To increase accommodation at Kensington.

A new station is under construction by contract with M. F. Schurman & Co.

New station at Alberton.

This building was completed December last by J. M. Clark & Co., contractors.

I am, sir, your obedient servant,

WM. B. MACKENZIE,

Chief Engineer.

D. POTTINGER, Esq.,

General Manager, Government Railways,
MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., September 1, 1905.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1905:—

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper:—

No. 1. Capital account.

2. Revenue account.

3. Locomotive power (abstract No. 1).

4. Car expenses (abstract No. 2).

5. Maintenance of ways and works (abstract No. 3).

6. Station expenses (abstract No. 4).

7. General charges (abstract No. 5).

8. General store account.

9. General balance.

10. Comparative statement of averages.

A. Monthly statement of the cost of locomotive power.

B. Statement of performance and consumption of locomotives.

C. Monthly statement of car mileage.

D. Statement of the number of locomotives, cars, snow ploughs and flangers.

E. Comparative statement of the expenses of the mechanical department.

The mileage of the railway in operation is the same as last year, 209 miles.

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CAPITAL ACCOUNT.

The total expenditure to June 30, 1904, was \$6,128,116 80

The additions during the year were as follows:—

| | |
|----------------------------------------------------------------------|------------|
| Survey to Montague bridge | 0 09 |
| To enlarge freight shed at Bradalbane | 498 20 |
| York—For freight shed | 498 99 |
| Survey from main line to west shore | 529 16 |
| Piusville—Station at | 735 58 |
| St. Teresa—Station at | 845 35 |
| Survey from Souris or Harmony to Elmira | 1,083 35 |
| To widen wharf and provide coal shed at Summerside | 1,149 81 |
| Survey to New London | 1,412 40 |
| Miscouche—Dwelling for agent at | 1,490 63 |
| Bloomfield—Dwelling for agent at | 1,689 58 |
| To increase accommodation at Kensington | 3,999 98 |
| New station at Alberton | 4,499 09 |
| To fit up locomotives and passenger cars for steam heating | 4,822 00 |
| Swing span for Morrel river bridge | 4,929 65 |
| Summerside—Improvements at | 4,987 49 |
| To increase accommodation at Charlottetown | 10,205 10 |
| Charlottetown—Extension of railway along water front | 11,716 96 |
| To improve water service | 17,557 12 |
| To increase accommodation at Georgetown | 19,976 97 |
| To straighten line at Curtis creek | 21,498 51 |
| To apply Westinghouse air brakes and air signals | 22,566 05 |
| To apply M.C.B. couplers to rolling stock | 26,455 73 |
| Branch line to Vernon river bridge | 44,008 24 |
| Branch line from Cardigan to Montague bridge | 99,971 58 |
| Murray harbour branch | 151,131 13 |
| Hillsborough bridge | 133,153 85 |

Making the total cost on June 30, 1905 \$6,719,529 45

Bradalbane, enlarged freight shed.—This building was completed by day's work.

York, enlarged freight shed.—This work was completed under contract by M. F. Schurman & Co.

Piusville station.—This building was erected by M. F. Schurman & Co., by contract.

St. Teresa station.—This building was erected by M. F. Schurman & Co., by contract.

Coal shed at Summerside.—This building was erected by J. M. Clark & Co., by contract. The widening of the wharf was done by day's work.

Miscouche, dwelling for agent.—This building was erected by J. M. Clark & Co., by contract.

Bloomfield, dwelling for agent.—This building was erected by contract by J. M. Clark & Co.

At Kensington.—A new station is under construction by contract by M. F. Schurman & Co., and will be completed the current year.

Alberton station.—This building was completed December last by J. M. Clark & Co., contractors.

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Heating passenger cars by steam.—This work is in hand, and continued into the current year.

Summerside improvements.—This consists of enlarging the grounds for the purpose of providing additional tracks, &c. The work extends into the current year.

Charlottetown improvements.—The work that has been done consists of a filling made on the property purchased from the provincial government. Other purchases of land have been made for the purpose of additional yard room, and for the erection of a new station building.

Extension of railway along water front at Charlottetown.—This work consisted of grading and laying 1,130 feet of track to the marine wharf.

Water service.—Overhead tanks are being provided for watering locomotives and for providing water at station where practicable. The work is still in hand.

Georgetown accommodation.—An addition is being built to wharf and freight shed under contract.

Straightening line at Curtis Creek.—This work was carried forward from last year and completed this year.

Westinghouse air brakes.—These are being applied to all rolling stock, and this work will be completed the current year.

M.C.B. couplers.—These couplers are being applied to all rolling stock. The work extends into the current year.

Explanations of other capital expenditures are to be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

The earnings, as anticipated last year as the result of a failure in crops, show a decline of nearly \$20,000.00 in freight traffic. The passenger earnings were well maintained notwithstanding the extremely severe winter which disorganized and demoralized business for upwards of one month. The crops for the current year are good, and a largely increased business looked for.

The gross earnings and working expenses for the year compare as follows:—

| | |
|---------------------------|---------------------|
| Gross earnings. | \$217,330 61 |
| Working expenses. | 370,464 44 |
| Difference. | <u>\$153,133 83</u> |

The gross earnings compare with the previous year as follows:—

| | |
|---------------------|---------------------|
| In 1903-04. | \$234,390 03 |
| 1904-05. | 217,330 61 |
| Decrease. | <u>\$ 17,059 42</u> |

The earnings from passenger traffic compare as follows:—

| | |
|---------------------|------------------|
| In 1903-04. | \$102,378 49 |
| 1904-05. | 102,505 55 |
| Increase. | <u>\$ 127 06</u> |

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The earnings from freight traffic compare as follows:—

| | |
|---------------------|--------------|
| In 1903-04. | \$114,061 59 |
| 1904-05. | 94,724 70 |
| Decrease. | \$ 19,336 89 |

The earnings from mails and sundries compare as follows:—

| | |
|---------------------|--------------|
| In 1903-04. | \$ 17,949 95 |
| 1904-05. | 20,100 36 |
| Increase. | \$ 2,150 41 |

The number of passengers carried compare as follows:—

| | |
|---------------------|---------|
| In 1903-04. | 224,567 |
| 1904-05. | 235,194 |
| Increase. | 10,627 |

The weight of freight carried compare as follows:—

| | |
|---------------------|--------|
| | Tons. |
| In 1903-04. | 86,286 |
| 1904-05. | 73,969 |
| Decrease. | 12,317 |

WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

| | |
|---------------------|--------------|
| In 1903-04. | \$335,695 44 |
| 1904-05. | 370,464 44 |
| Increase. | \$ 34,769 00 |

This increase is the result of the severe winter and snow blockade for upwards of a month. The expenditure in general was heavy in consequence of a large amount of work done in the maintenance department, and the cost of a locomotive charged to revenue. There were further increases also in wages during the year in the mechanical department.

The averages compare with the previous year as follows:—

Per mile run by engines.

| | |
|---------------------|--------|
| | Cents. |
| In 1903-04. | 82.68 |
| 1904-05. | 83.72 |

Per mile run by trains.

| | |
|---------------------|--------|
| In 1903-04. | 108.01 |
| 1904-05. | 107.91 |

Expenditure per mile of railway.

| | |
|---------------------|------------|
| In 1903-04. | \$1,606 09 |
| 1904-05. | 1772 55 |

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TRACK.

Fifty thousand railway ties, 34 sets switch ties and 38 switch head-blocks with frames were renewed.

One thousand four hundred culled ties were used in yards and sidings.

Two and one-quarter miles of 56 pound steel rails were laid between Hunter River and Fredericton to replace 50 pound steel rails; two miles, 56 pound steel rails between Winsloe and Milton to replace 50 pound steel rails; one and one-quarter miles 50 pound steel rails to Alberton wharf to replace 40 pound iron rails; one mile 56 pound steel rails to Souris wharf to replace 40 pound iron rails, and six hundred and ninety feet 50 pound steel rails in Hunter river siding to replace 40 pound iron rails. In New Annan siding, 420 feet 50 pound steel rails were laid, and 2,400 feet 50 pound steel rails, steel frog and set switch gear in yard at Georgetown. Two new 56 pound steel frogs and 2 sets switch gear were laid at Bear river to replace iron frogs and switches.

During the year repairs were made to 7 hand cars; six new lorry tops were built; 6 track levels and 6 straight edges made.

SIDINGS.

One mile east of Tignish, a new siding, 186 feet, was put in.

At Kensington, 1,000 feet sidings were rebuilt.

At Suffolk, siding was extended 624 feet.

At Charlottetown, a new siding, 1,152 feet, was laid with 50-lb. steel rails and angle plates, steel frog and switch gear.

In extending track to marine wharf, 2,260 feet 50-lb. steel rails, 1 steel frog and set switch gear were used.

FENCING.

There were 67,432 feet Page wire, and 4,275 feet barbed and web wire erected on new cedar posts; 18,235 feet new snow fence built, 400 panels portable snow fence built and placed where most needed, and other temporary snow fences erected during the winter.

All fences requiring repairs were attended to.

One hundred and fifty farm gates were renewed.

BALLASTING.

Three hundred and four cars ballast were distributed in places where most needed.

At Alberton, 1,500 cubic yards of clay were used in grading station grounds, and 500 cubic yards in grading and building new cattle pen at St. Teresa.

Three hundred and forty-seven cars clay were used in grading station grounds and widening embankments.

BRIDGES.

At Tignish, Pig brook bridge was painted, and received 15 hard pine ties.

At Harpers, bridge was painted.

At Alberton, Huntley river bridge was painted.

At Mill river, a new 28-foot span truss bridge was placed on a foundation of piles and concrete abutments to replace wooden structure at Haywood's mill stream. Material used: 40 piles, 20 feet long, 100 barrels cement, 50 tons broken stone, and 2 cars sand.

Near Bradalbane, a new 24-foot deck plate girder span was erected to replace wooden structure.

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At Bradalbane, bridge was painted, and 10 hard pine ties renewed.

At Hunter river, a new 33-foot deck plate girder span was erected to replace wooden structure.

At Milton, the following material was used in building temporary trestle at Curtia creek: 36 tons hemlock timber and 300 iron butt bolts.

At lot 40, bridge was painted and 24 hard pine ties renewed.

At Morell, 6 hard pine ties were renewed in bridge.

At Marie, 7 hard pine ties were renewed in bridge.

At Five Houses, 26 hard pine ties were renewed in bridge.

At Naufrage, two 22-foot deck plate girder spans were erected.

At Souris, repairs were made to two overhead bridges.

At Peakes, Mooney's bridge received 10 hard pine trees.

All other bridges received necessary repairs.

CULVERTS.

At Alberton, one iron pipe culvert 18 inches diameter, 24 feet long, was put in to replace an old one worn out.

At Duvar, one iron pipe culvert, 18 inches diameter, 24 feet long, was put in.

At Cardigan, two iron pipe culverts were put in, one 24 inches diameter and 48 feet long, and the other 18 inches diameter and 24 feet long.

At Georgetown, two iron pipe culverts 18 inches diameter were put in, one being 60 feet and the other 36 feet in length.

Thirty-two wooden culverts were rebuilt with cedar, and 13 culverts repaired by using 10 barrels cement and 2 cars hard stone.

Thirty-two cattle-guards were rebuilt.

WHARFS AND BREASTWORKS.

At Summerside, in making repairs and improving wharf, the following material was used: 65 tons hemlock timber, 371 butt bolts, 179 screw bolts, 32 iron plates, 699 pounds spikes, 880 feet 3-inch hemlock plank, 10 pounds 10-dy. nails, 2 kegs 60-dy. nails, 24 creosoted piles, 48 hardwood piles, and 320 feet hard pine.

At Mount Stewart, the following material was used in repairing the wharf: 14 tons hemlock timber, 1,200 lineal feet 3-inch hemlock plank, 2 kegs nails, and 75 iron butt bolts.

At Charlottetown 26 tons hemlock timber, 15 spruce piles, 17 hardwood piles, 200 iron butt bolts, 39 cars brush, and 25 cars clay were used in repairing wharf. In repairing breastwork the following material was used: 27 tons hemlock timber, 13 hardwood piles, and 20 iron butt bolts.

BUILDING AND PLATFORMS.

Tignish.—A new kitchen was built to agent's dwelling. Repairs were made to coal shed and freight house. Agent's dwelling was painted inside and outside, and waiting-room and office were also painted. A cattle pen was built.

Alma.—A new station platform was built.

Alberton.—Freight shed was repaired and painted.

O'Leary.—Roof of station was repaired, and necessary repairs made to doors and windows.

Ellerslie.—A station platform was built and repairs made to station.

Port Hill.—New rollers were placed on freight house doors. Doors and windows were repaired. Cattle pen was rebuilt.

Coleman.—A new gravel roof was placed on station.

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Northam.—A station platform was made. A coal bin was built, and a ticket case made for station.

Richmond.—A station platform, ticket case and coal bin were made.

Summerside.—Front of station was shingled, and dwelling and engine house repaired. The following material was used in repairing coal shed; 50 tons hemlock timber, 60 butt bolts, 4 kegs spikes, 1,700 feet hemlock boards, 24 screw bolts, 750 feet hemlock plank and 1 keg nails. Coal shed and freight sheds were painted.

Kensington.—Repairs were made to doors and windows of agent's dwelling, and new rollers placed on freight house door.

Emerald.—Roof of station was shingled, and agent's dwelling and station platform repaired.

Kinkora.—A station platform and coal-bin were built, and ticket case for station made.

Albany.—A station platform and coal-bin were built. A ticket case was made for station.

Cape Traverse.—A new pit was made in engine house.

Bradalbane.—An addition of 25 feet to freight house, and a kitchen for agent were built. Agent's dwelling was painted inside and outside, and new freight house was also painted.

Fredericton.—A station platform and coal-bin were made, and ticket case furnished for station.

Royalty Junction.—Station and platform received repairs. Agent's dwelling was papered and painted inside.

York.—Station was raised 1 foot 8 inches, and new sills placed under it. A station platform was made. Freight house and dwelling were painted.

Mt. Stewart.—Station, station platform, and coal shed received repairs.

St. Andrews.—A station platform was made.

St. Peter's.—Agent's dwelling was removed to a more suitable location, and placed on a new stone foundation. A new kitchen was added to dwelling, and dwelling thoroughly renovated and painted and papered inside. Repairs were made to station platform.

Waiting-room and office were painted.

Souris.—Station and freight houses were repaired. A platform was made for freight house at station.

Peakes.—Station was painted and repaired.

Cardigan.—Waiting-room and office were painted, and repairs made to station and platform.

Georgetown.—A new end was put in warehouse on wharf, and engine house repaired.

Charlottetown.—Coal shed was raised 2 feet, and the following material used for making repairs to it; 8 tons hemlock timber and 75 butt bolts.

All other buildings along the line requiring repairs were attended to.

STORES.

| | |
|--------------------------------------------|--------------|
| The value of stores purchased was.. . . . | \$253,912 65 |
| The value of stores used was.. . . . | 291,764 88 |
| The value of old material sold was.. . . . | 9,015 33 |

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The value of stores on hand at the end of the year was:—

| | |
|------------------------------------|--------------|
| Ordinary stores.. . . . | \$ 30,875 45 |
| Fuel.. . . . | 12,049 13 |
| Steel rails and fastenings.. . . . | 9,696 61 |
| Old material for sale.. . . . | 36,163 42 |
| | <hr/> |
| | \$88,784 61 |
| | <hr/> |

GENERAL.

The rolling stock, road-bed, and buildings have all received necessary attention and are now in a higher state of efficiency than at any time during the past.

I inclose a return of minor casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

G. A. SHARP,
Superintendent.

D. POTTINGER, Esq., I.S.O.,
General Manager, Canadian Government Railways.
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during Year ended June 30, 1905.

| Cause of Accident. | PASSENGERS. | | EMPLOYEES. | | OTHERS. | | TOTAL. | |
|------------------------------------------------------------|-------------|----------|------------|----------|---------|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1. Fell from cars or engine..... | | | | | | | | |
| 2. Jumping on or off trains or engines when in motion.. | | | | 1 | | | | 1 |
| 3. At work on or near the track making up trains..... | | | | 1 | | | | 1 |
| 4. Putting arms or heads out of windows... | | | | 4 | | | | 4 |
| 5. Coupling cars..... | | | | | | | | |
| 6. Collision or by trains thrown from track..... | | | | | | | | |
| 7. Struck by engines or cars on highway crossings..... | | | | | | | | |
| 8. Walking, standing, lying, sitting, or being on track... | | | | | | | | |
| 9. Explosions..... | | | | | | | | |
| 10. Striking bridges..... | | | | 8 | | | | 8 |
| 11. Other causes..... | | | | | | | | |
| Total..... | | | | 14 | | | | 14 |

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PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT.

CHARLOTTETOWN, P.E.I., July 25, 1905.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department, for the year ended June 30, 1905.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

One new locomotive was purchased from the Canadian Locomotive Company, Kingston, Ontario.

Nine engines received heavy repairs, and 10 engines specific repairs.

Engine No. 10 received new fire box, wheel centres, axles, crank pins, truck boxes, side rod straps, pistons, valves, mountings in cab, eccentrics, eccentrics straps, and had all running gear renewed. Eight engines received new driving and engine truck boxes, and had all running gear renewed. Two engines received new cabs. One engine had frames and cylinder broken, smoke box stove in, axle of engine and tender trucks bent, and tender badly broken, which was repaired. Four cylinders were broken while snow fighting in the winter; one completely destroyed, which was replaced. Ten new locomotive smoke stacks were built. Twelve hundred tubes were pieced and put into locomotives. Four pop valves, 6 whistles, 120 sets steam packing, and 12 pilots were made. Fourteen injectors were largely rebuilt. Three hundred and fifty wheels were bored out and pressed on axles. One hundred and forty car axles, 85 car wheels, 24 sets driving wheels, and one set of driving wheels and axles were turned. Sixteen engine wheel tires were bored out. One hundred and sixty-eight driving and engine truck springs were made and repaired. Two hundred and twenty-three thousand, two hundred and fifty-five pounds of iron, and 1,539 pounds of steel were forged. Five thousand, seven hundred and seventy-three pounds of nuts were tapped. Westinghouse air brakes were applied to 9 locomotives.

CAR DEPARTMENT.

Two second-class cars, one full baggage car, two coal cars, 3 box cars, 1 snow plough (except wings and cutters) were built and charged to Murray harbour branch capital account. One full baggage, and 1 postal and smoking car are now under construction, which will also be charged to Murray harbour branch capital account. Ten flat cars, 2 stock cars, 1 snow plough and 1 flanger were rebuilt. Twenty-five box cars, 18 flat cars, 2 flangers and 2 snow ploughs received heavy repairs. Eight first-class cars, 6 second-class cars, 20 box cars, 3 stock cars, 15 flat cars, and 2 flangers received light repairs. Westinghouse air brakes were applied to 21 passenger cars and 168 freight cars.

BRASS FOUNDRY.

Output.—9,787 pounds brass castings.

PAINT SHOP.

Three first-class cars, 4 second-class cars, 1 postal car, 22 box cars, 18 flat cars, 9 snow ploughs, 138 box car roofs, 5 hand cars, and 90 switch frames were painted. and 8 hand cars, 4 lorries, 54 station seats, 10 coal boxes, and 7 ticket cases were

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painted for the Murray harbour branch stations. Eleven first-class cars, 8 second-class cars, and 7 postal cars were cleaned and varnished. Six hundred panes of glass were put in buildings. Northam, Richmond, Fredericton, Albany and Kinkora station were lettered.

ROAD AND TRAFFIC DEPARTMENTS.

Twenty-six loading platforms, 6 cattle stages, 2 gates, 2 coal waggon, 3 wheelbarrows, 3 baggage trucks, 6 boxes for yearly papers, 20 boxes for stores, 2 boxes for machine shop, 8 freight trucks, 9 hand cars, 6 lorries, 1 ticket case, 1 large set of drawers, 64 station seats, 11 coal boxes, 7 blackboards, 7 baggage check cases, 7 station signals, and 15 sets switch gear were made. Four new frogs were made and several repaired. Sixteen switch frames were made and mounted. Fifty barrel plugs were cut. Ties were fitted on four iron bridges. Twelve thousand, five hundred and forty pounds of iron and five hundred and six pounds of steel were forged. Three hundred and twenty pounds of nuts were tapped. Two bridges were cut, rivetted and braced.

We have applied steam heat to the carpenter shop.

Yours truly,

W. S. POOLE,

Mechanical Superintendent.

G A. SHARP, Esq.,
Superintendent, P.E.I. Ry.,
Charlottetown.

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No. 1.—PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

| 1904. June 30. | To coast of road and equipment to date. | 1905. June 30. | By Dominion of Canada. | By Dominion of Canada. | \$ cts. |
|-------------------|-----------------------------------------------------------|-------------------|------------------------|------------------------|--------------|
| | | | | | |
| | To expenditure, year ended June 30, as follows:— | | | | |
| | Survey to Montague..... | 0 09 | | | |
| | Addition to freight shed, Bradabane.. | 498 20 | | | |
| | Freight shed, York..... | 498 99 | | | |
| | Survey to West Shore..... | 529 16 | | | |
| | Station at Piusville..... | 735 58 | | | |
| | Station at St. Teresa..... | 845 35 | | | |
| | Survey to Elmira..... | 1,083 35 | | | |
| | Coal shed and widening wharf, Summerside..... | 1,149 81 | | | |
| | Survey to New London..... | 1,412 46 | | | |
| | Agent's dwelling, Miscouche..... | 1,490 63 | | | |
| | Agent's dwelling, Bloomfield..... | 1,689 58 | | | |
| | Increased accommodation Kensington | 3,999 98 | | | |
| | New Station, Alberta..... | 4,499 09 | | | |
| | Steam heating on locomotives and cars..... | 4,822 00 | | | |
| | Swing span, Morell River Bridge..... | 4,929 65 | | | |
| | Improvements, Summerside..... | 4,987 49 | | | |
| | Increased accommodation, Charlottetown..... | 10,205 10 | | | |
| | Railway extension along water front at Charlottetown..... | 11,716 96 | | | |
| | Improvements in water service..... | 17,557 12 | | | |
| | Increased accommodation, Georgetown..... | 19,976 97 | | | |
| | Straightening line, Curtis Creek..... | 21,498 51 | | | |
| | Westinghouse air brakes and signals..... | 22,566 05 | | | |
| | "M.C.E." couplers on rolling stock..... | 26,455 73 | | | |
| | Branch line to Vernon river bridge..... | 44,008 24 | | | |
| | Branch, Cardigan to Montague bridge..... | 99,971 58 | | | |
| | Hillsborough bridge..... | 133,163 85 | | | |
| | Murray harbour branch..... | 151,131 13 | | | |
| | | 591,412 65 | | | |
| | | 6,719,529 45 | | | |
| | | | | | 6,719,529 45 |

W. L. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1905.

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No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended June 30, 1905.

| Previous Year. | Expenditure. | Year ended June 30, 1905. | Previous Year. | Receipts. | Year ended June 30, 1905. |
|----------------|--------------------------------------------------------|---------------------------|----------------|-------------------------|---------------------------|
| \$ cts. | | \$ cts. | \$ cts. | | \$ cts. |
| 115,474 46 | Locomotive power, per Abstract No. 1..... | 109,541 81 | 102,378 49 | Passenger traffic | 102,505 55 |
| 54,345 93 | Car expenses, per Abstract No. 2..... | 56,696 00 | 114,061 59 | Freight traffic | 94,724 70 |
| 103,826 40 | Maintenance of ways and works, per Abstract No. 3..... | 136,138 50 | 17,949 95 | Mails and sundries..... | 20,100 36 |
| 46,455 93 | Station expenses, per Abstract No. 4..... | 51,881 94 | 234,390 03 | Total receipts.. | 217,330 61 |
| 15,592 72 | General charges, per Abstract No. 5..... | 16,206 19 | 101,305 41 | Balance..... | 153,133 83 |
| 335,695 44 | Totals..... | 370,464 44 | 335,695 44 | Totals..... | 370,464 44 |

W. L. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1905.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER (Abstract No. 1).

| Previous Year. | Details. | Year ended June 30, 1905. |
|----------------|----------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 2,447 04 | Mechanical superintendent's salary, clerks, office and travelling expenses | 2,519 79 |
| 30,951 53 | Wages of drivers, firemen and cleaners..... | 31,420 60 |
| 39,067 03 | Fuel..... | 36,263 70 |
| 2,080 29 | Oil, tallow, waste and small stores..... | 1,842 61 |
| 37,843 48 | Repairs to engines, tenders and engine tools..... | 33,574 32 |
| 554 62 | Water, including pump and tank repairs..... | 819 10 |
| 2,530 47 | Miscellaneous..... | 3,101 69 |
| 115,474 46 | Totals..... | 109,541 81 |

W. L. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1905.

5-6 EDWARD VII., A. 1906

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

CAR EXPENSES (Abstract No. 2).

| Previous Year. | Details. | Year ended June 30, 1905. |
|----------------|---------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 6,156 88 | Repairs to passenger cars | 6,013 06 |
| 1,469 61 | Repairs to postal, express and baggage cars | 1,452 51 |
| 7,808 32 | Repairs to freight cars and vans | 10,170 04 |
| 1,540 00 | Repairs to snow ploughs and flangers | 1,820 41 |
| 30,738 30 | Wages of conductors, train baggage masters and brakemen | 30,303 43 |
| 660 90 | Oil and waste for packing | 666 94 |
| 4,432 35 | Small stores and fuel | 4,679 01 |
| 1,539 57 | Miscellaneous | 1,590 58 |
| 54,345 93 | Totals | 56,696 00 |

CHARLOTTETOWN, P.E.I., June 30, 1905.

W. L. HUGGAN,
Accountant and Auditor.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND WORKS (Abstract No. 3).

| Previous Year. | Details. | Year ended June 30, 1905. |
|----------------|------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 331 42 | Engineer's salary, clerks, office and travelling expenses | 384 02 |
| 49,047 56 | Wages in repairing roadway, fences and semaphores | 43,282 55 |
| 2,624 10 | Rails, chairs and spikes | 5,399 79 |
| 25,083 29 | Ties | 20,732 36 |
| 4,834 88 | Timber and lumber for repairs to bridges, cattleguards, &c. | 8,618 91 |
| 2,618 43 | Repairs to wharfs | 5,310 04 |
| 5,976 55 | Repairs to buildings and platforms | 6,548 63 |
| 1,520 05 | Repairs to tools | 1,535 26 |
| 11,790 12 | Clearing ice and snow | 44,326 94 |
| 103,826 40 | Totals | 136,138 50 |

CHARLOTTETOWN, P.E.I., June 30, 1905.

W. L. HUGGAN,
Accountant and Auditor.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES (Abstract No. 4).

| Previous Year. | Details. | Year ended June 30, 1905. |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 37,461 34 | Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers | 41,995 96 |
| 8,994 59 | Fuel, oil, light, stationery and other incidental expenses | 9,885 96 |
| 46,455 93 | Totals | 51,881 94 |

CHARLOTTETOWN, P.E.I., June 30, 1905.

W. L. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No 20

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES (Abstract No. 5).

| Previous Year. | Details. | Year ended June 30, 1905. |
|----------------|-----------------------------------------------------------------------------------------------------------|---------------------------|
| \$ cts. | | \$ cts. |
| 7,804 84 | Superintendent's and train despatchers' salaries, clerks, office and travelling expenses..... | 8,223 65 |
| 5,558 51 | Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses..... | 5,570 49 |
| 377 40 | Advertising..... | 635 14 |
| 1,419 23 | Damages to men, animals and goods..... | 795 91 |
| 359 99 | Telegraph expenses (not including pay to operators)..... | 676 98 |
| 72 75 | Miscellaneous..... | 304 02 |
| 15,592 72 | Totals..... | 16,206 19 |

W. L. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1905.

Accountant and Auditor. . .

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account.

| 1904. | Dr. | \$ cts. | \$ cts. |
|-----------|-------------------------------------------------|------------|------------|
| June 30.. | To Balance brought forward..... | | 99,809 72 |
| 1905. | | | |
| June 30.. | Purchases during the year, including rails..... | 253,912 65 | |
| | Charges from other departments..... | 25,268 41 | |
| | Pay rolls..... | 1,558 66 | |
| | | | 280,739 72 |
| | Cr. | | 380,549 49 |
| June 30.. | By issues during the year..... | | 291,764 88 |
| | Balance { Ordinary stores.....\$ 30,422 95 | | |
| | { Fuel.....12,049 13 | | |
| | { Rails and fastenings on hand.....45,860 03 | | |
| | { Old material serviceable.....452 50 | | |
| | | | 88,784 61 |

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1905.

Accountant and Auditor.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE.

| | \$ cts. | \$ cts. |
|---------------------------------------|------------|------------------------------------------------------------|
| General stores..... | 88,784 61 | Dominion account.....109,080 10 |
| Cash..... | 6,255 93 | John McDougall & Company.....488 75 |
| Stations..... | 2,036 48 | Gowrie and Blockhouse Collieries Company, Ltd.....2,592 35 |
| Through ticket ledger..... | 193 31 | M. J. Haney.....2,922 74 |
| Post Office Department..... | 13,082 10 | |
| Militia Department..... | 77 49 | |
| Anglo-American Telegraph Company..... | 46 43 | |
| Judge Weatherbie..... | 30 00 | |
| Sidney Grey..... | 30 00 | |
| Railway Extension, Charlottetown..... | 812 83 | |
| Accident Insurance..... | 2,313 97 | |
| Rhodes, Curry & Company..... | 428 87 | |
| Intercolonial Railway..... | 787 86 | |
| Canadian Express Company..... | 204 06 | |
| | 115,083 94 | 115,083 94 |

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1905.

Accountant and Auditor.

SESSIONAL PAPER No. 20

A.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT of Cost of Locomotive Power for the Year ended June 30, 1905.

| MONTHS. | Cost of | | | | | | | | | | Average per 100 Miles. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|----------------------------------------|--|-------------------------------------------------------------------|--|--------------------|--|-------|--|-----------------|--|------------------------|--|-------------------------------|--|--------|--|--------|--|-------------------------------------------|--|--------------------|--|-------|--|-----------------|--|----------|--|-------------------------------|--|--------|--|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
| | Miles Run by Engines, less Ballasting. | | Mechanical Super-Intendent's Sal-ary, Clerks and Office Expenses. | | Enginemen's Wages. | | Fuel. | | Oil, Waste, &c. | | Repairs. | | Engine Houses and Turntables. | | Water. | | Total. | | Mechanical Super-Intendent's Sal-ary, &c. | | Enginemen's Wages. | | Fuel. | | Oil, Waste, &c. | | Repairs. | | Engine Houses and Turntables. | | Water. | | Total. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1904— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |

NOTE.—In repairs for June is included the cost of one new engine, No. 19.

S. F. HODGSON,
Mechanical Accountant.

5-6 EDWARD VII., A. 1906

PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

| MONTHS. | Hours in Steam. | TRAIN MILEAGE. | | | | MILEAGE BY ENGINES. | | | |
|------------------------|-----------------|----------------|--------------------|-------------|-----------|---------------------|--------|-----------|---------|
| | | Passenger. | Freight and Mixed. | Ballasting. | Piloting. | With Train. | Light. | Shunting. | Total. |
| 1904—July | 3,674 | 11,877 | 14,199 | 522 | 103 | 26,701 | 49 | 7,334 | 34,084 |
| August | 3,586 | 11,726 | 14,648 | 625 | ..... | 26,999 | 05 | 7,178 | 34,182 |
| September.. | 3,511 | 11,102 | 14,332 | 283 | 301 | 26,018 | 76 | 7,063 | 33,157 |
| October | 3,750 | 11,405 | 14,227 | 1,273 | ..... | 26,905 | 167 | 7,583 | 34,655 |
| November.. | 3,604 | 11,346 | 14,542 | 359 | ..... | 26,247 | ..... | 8,055 | 34,302 |
| December | 3,802 | 11,447 | 16,172 | ..... | 92 | 27,711 | 210 | 8,978 | 36,899 |
| 1905—January | 3,874 | 10,051 | 12,084 | ..... | 1,632 | 23,767 | 237 | 8,240 | 32,244 |
| February | 5,586 | 2,041 | 41,866 | ..... | 597 | 44,504 | 20 | 5,347 | 49,871 |
| March | 5,763 | 8,922 | 27,531 | ..... | 4,316 | 40,769 | 259 | 8,947 | 49,975 |
| April | 4,176 | 9,816 | 15,923 | ..... | 478 | 26,217 | 90 | 11,342 | 37,649 |
| May | 4,369 | 10,675 | 15,961 | 1,205 | 102 | 27,943 | 251 | 10,270 | 38,464 |
| June | 4,284 | 10,669 | 13,070 | 6,968 | 48 | 30,755 | 80 | 8,999 | 39,834 |
| Totals | 49,979 | 121,077 | 214,555 | 11,235 | 7,669 | 354,536 | 1,444 | 99,336 | 455,326 |

SESSIONAL PAPER No. 20

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for year ended June 30, 1905.

| TOTAL MILEAGE. | | Average of Cars per Mile run with train. | AVERAGE MILEAGE. | | CONSUMPTION. | | | | CONSUMPTION PER 100 MILES RUN BY ENGINES. | | | |
|----------------|---------------|------------------------------------------|-----------------------------|----------------------------|---------------|---------------|---------------------|------------------|-------------------------------------------|---------------|---------------------|------------------|
| Cars. | Snow Ploughs. | | Miles to one hour in steam. | Of Cars to one of Engines. | Tons of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. | Pounds of Coal. | Pints of Oil. | Pints of Valve Oil. | Pounds of Waste. |
| 167,762 | | 6.31 | 9.27 | 4.92 | 756 | 2,056 | 548 | 626 | 4,968 | 6.03 | 1.60 | 1.83 |
| 160,149 | | 5.93 | 9.53 | 4.68 | 681 | 2,092 | 524 | 638 | 4,462 | 6.12 | 1.53 | 1.86 |
| 155,622 | | 6.05 | 9.44 | 4.69 | 750 | 1,788 | 482 | 557 | 5,066 | 5.39 | 1.45 | 1.68 |
| 160,344 | | 5.96 | 9.24 | 4.62 | 809 | 1,792 | 460 | 640 | 5,229 | 5.17 | 1.32 | 1.84 |
| 160,861 | | 6.13 | 9.52 | 4.69 | 813 | 1,736 | 520 | 646 | 5,309 | 5.06 | 1.51 | 1.88 |
| 158,483 | 852 | 5.74 | 9.70 | 4.29 | 909 | 1,970 | 500 | 691 | 5,518 | 5.34 | 1.35 | 1.87 |
| 109,530 | 10,640 | 4.94 | 8.32 | 3.39 | 880 | 1,936 | 584 | 631 | 6,113 | 6.00 | 1.81 | 1.95 |
| 27,251 | 25,672 | 0.62 | 8.92 | 0.55 | 664 | 1,220 | 430 | 304 | 2,982 | 2.44 | 0.86 | 0.61 |
| 105,408 | 20,454 | 2.89 | 8.67 | 2.11 | 916 | 2,130 | 544 | 543 | 4,106 | 4.26 | 1.09 | 1.09 |
| 159,803 | 1,284 | 6.21 | 9.01 | 4.24 | 773 | 1,780 | 608 | 557 | 4,599 | 4.72 | 1.61 | 1.48 |
| 189,967 | | 6.82 | 8.80 | 4.94 | 919 | 1,896 | 564 | 673 | 5,351 | 4.93 | 1.46 | 1.75 |
| 200,114 | | 6.51 | 9.30 | 5.02 | 876 | 1,932 | 556 | 621 | 4,926 | 4.85 | 1.39 | 1.56 |
| 1,755,294 | 58,902 | 5.06 | 9.11 | 3.85 | 9,746 | 22,328 | 6,320 | 7,127 | 4,794 | 4.90 | 1.39 | 1.56 |

S. F. HODGSON,
Mechanical Accountant.

5-6 EDWARD VII., A. 1906

C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for year ended June 30, 1905.

| Months. | First Class. | Second Class and Baggage. | Postal and Smoking. | Box Stock. | Platform. | Total. |
|---------------------------|--------------|---------------------------|---------------------|------------|-----------|-----------|
| 1904—July | 37,331 | 21,872 | 31,946 | 54,928 | 21,685 | 167,762 |
| August | 31,984 | 23,274 | 31,230 | 52,323 | 21,338 | 160,149 |
| September | 37,091 | 24,829 | 30,112 | 49,733 | 13,857 | 155,622 |
| October | 29,722 | 24,156 | 31,259 | 59,866 | 15,341 | 160,344 |
| November | 26,515 | 21,700 | 29,944 | 68,453 | 14,249 | 160,861 |
| December | 28,017 | 22,688 | 31,037 | 63,574 | 13,167 | 158,483 |
| 1905—January | 20,352 | 17,261 | 19,927 | 43,263 | 8,727 | 109,530 |
| February | 4,166 | 5,527 | 10,545 | 4,977 | 2,036 | 27,251 |
| March | 20,834 | 16,489 | 19,233 | 38,213 | 10,639 | 105,408 |
| April | 23,948 | 19,191 | 25,907 | 83,283 | 7,474 | 159,803 |
| May | 24,864 | 22,931 | 33,177 | 87,515 | 21,480 | 189,967 |
| June | 26,068 | 21,252 | 37,307 | 60,109 | 55,378 | 200,114 |
| Totals | 310,892 | 241,170 | 331,624 | 666,237 | 205,371 | 1,755,294 |
| Less—Ballasting | | | 9,781 | | 62,360 | 72,091 |
| Net mileage | 310,892 | 241,170 | 321,893 | 666,237 | 143,011 | 1,683,203 |

S. F. HODGSON,
Mechanical Accountant.

SESSIONAL PAPER No. 20

D.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and of the various classes of Cars and other Rolling Stock on July 1, 1904, and on June 30, 1905

| | CLASSIFICATION OF CARS. | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------------------|-------------------------|------------|------------|----------------------------|---------------------|------------------------------|----------|----------|-------|--------------|--------------------|--------|-------|-----------|--------|---------------|-----------|--------|--|--|--|
| | Locomotives. | 1st Class. | 2nd Class. | Combined. 2nd and Baggage. | Postal and Smoking. | Combined Postal and Baggage. | Baggage. | Pay Car. | Vans. | Box Freight. | Refrigerator Cars. | Stock. | Coal. | Platform. | Total. | Snow Ploughs. | Flangers. | Total. | | | |
| On hand, serviceable, June 30, 1904 | 26 | 23 | 10 | 6 | 3 | 3 | 3 | 1 | 3 | 220 | 3 | 21 | 20 | 147 | 463 | 9 | 7 | 16 | | | |
| Condemned, July 1, 1904..... | 1 | | | | | 1 | 1 | | 1 | | | | | | 3 | | | | | | |
| Total..... | 27 | 23 | 10 | 6 | 3 | 4 | 4 | 1 | 4 | 220 | 3 | 21 | 20 | 147 | 466 | 9 | 7 | 16 | | | |
| Built during the year on capital account..... | | | 2 | | 1 | | 2 | | | 3 | | | 2 | | 10 | 1 | 2 | 3 | | | |
| Total..... | 27 | 23 | 12 | 6 | 4 | 4 | 6 | 1 | 4 | 223 | 3 | 21 | 22 | 147 | 476 | 10 | 9 | 19 | | | |
| Condemned, July 1, 1904..... | 1 | | | | | 1 | 1 | | 1 | | | | | | 3 | | | | | | |
| “ during the year..... | | | | 1 | | | | | | | | 2 | 1 | 12 | 16 | 1 | | 1 | | | |
| Total condemned.... | 1 | | | 1 | | 1 | 1 | | 1 | | | 2 | 1 | 12 | 19 | 1 | | 1 | | | |
| Less rebuilt..... | | | | | | | | | | | | 2 | | 10 | 12 | | | | | | |
| “ purchased and charged to working expenses..... | 1 | | | | | | | | | | | | | | | | | | | | |
| To be rebuilt..... | | | | 1 | | 1 | 1 | | 1 | | | | 1 | 2 | 7 | 1 | | 1 | | | |
| Add serviceable and repairing.... | 27 | 23 | 12 | 5 | 4 | 3 | 5 | 1 | 3 | 223 | 3 | 21 | 21 | 145 | 469 | 9 | 9 | 18 | | | |
| Total..... | 27 | 23 | 12 | 6 | 4 | 4 | 6 | 1 | 4 | 223 | 3 | 21 | 22 | 147 | 476 | 10 | 9 | 19 | | | |

S. F. HODGSON,
Mechanical Accountant.

5-6 EDWARD VII., A. 1906

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the years ended June 30, 1904 and 1905.

| | 1904. | 1905. |
|-------------------------------------------------------------------------------------|------------|------------|
| The miles run by trains were..... | 310,785 | 343,301 |
| " engines were..... | 406,007 | 442,493 |
| " cars were..... | 1,822,737 | 1,683,203 |
| " Snow ploughs were..... | 36,221 | 58,902 |
| | \$ cts. | \$ cts. |
| The cost of Locomotive power was..... | 115,474 46 | 109,541 81 |
| " repairs to cars was..... | 15,434 81 | 17,635 63 |
| " passenger cars was..... | 6,156 88 | 6,013 08 |
| " smoking and postal cars was..... | 1,469 61 | 1,452 51 |
| " freight cars and vans was..... | 7,808 32 | 10,170 04 |
| " labour, oils and waste was..... | 660 90 | 666 94 |
| " repairs to snow ploughs and flangers was..... | 1,540 00 | 1,820 41 |
| The cost of locomotive power per 100 miles run by trains was..... | 37 16 | 31 90 |
| " engines was..... | 28 44 | 24 75 |
| " cars was..... | 6 33 | 6 51 |
| The cost of repairs to cars per 100 miles run by trains was..... | 4 97 | 5 13 |
| " engines was..... | 3 80 | 3 98 |
| " cars was..... | 0 84 | 1 05 |
| The cost of labour, oils and waste for packing per 100 miles run by trains was..... | 0 21 | 0 19 |
| " engines..... | 0 16 | 0 15 |
| " cars was..... | 0 03 | 0 03 |
| The repairs to passenger cars per 100 miles run by trains were..... | 1 98 | 1 36 |
| " postal and smoking cars were..... | 0 47 | 0 32 |
| " freight cars and vans were..... | 2 51 | 2 30 |

S. F. HODGSON,
Mechanical Accountant.

QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,
MONTREAL, August 26, 1905.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended June 30, 1905.

This division comprises the Lachine, Soulanges and the Beauharnois canals on the St. Lawrence route; the Ste. Anne's, the Carillon and Grenville canals on the Ottawa river and the St. Ours and the Chambly canals, on the Richelieu river.

Of these, the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal.

I am pleased to say that, no serious accident occurred during the last fiscal year, and that navigation was conducted throughout without interruption.

LACHINE CANAL.

Length, $8\frac{1}{2}$ miles; 5 locks, 270×45 feet; 14 feet of water on sills, total rise, 45 feet.

Old locks, 200×45 feet, still available with 9 feet of water on sills.

REPAIRS AND RENEWALS.

A very large amount of work was performed towards maintaining this canal in good order during the year.

The altered conditions of the St. Lawrence navigation in the last year necessitated numerous alterations in and additions to the original structures here.

The principal items of work done were as follows:—

LOCKS AND LOCK GATES.

Besides ordinary repairs to all the gates on the various locks, three pairs of old gates were thoroughly overhauled. They are intended for old locks 3, 4 and 5. The upper parts of all the gates as well as the crab winches and opening gear were scraped and painted. Pointing was done at all the locks and various basin walls.

The upper sill and breast wall of lock No. 4 were partly rebuilt and carefully grouted.

BRIDGES.

The Wellington swing bridge was raised during the winter and its pivot which was broken, was renewed and replaced by a new and much stronger one. No further trouble was experienced.

All the other bridges were scraped, painted and the roadways recovered with oak plank where required.

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MASONRY AND CONCRETE WORK.

A heavy block of concrete was laid at the upper entrance to new lock No. 1, south side. It is faced with steel plate and a strong cast-iron mooring post was placed in the centre of it. The masonry at this point had proved too light for the large vessels using the lock and had been considerably damaged the year before. The concrete monolith here described will also act as a protection to the lock gates.

The concrete wall built last year along the south side of the regulating weir at Cote St. Paul, was extended some 125 feet to a point near the outlet of the race and an iron railing 145 feet long erected on the coping.

The pier forming the north side of this tail-race which had been considerably undermined by water coming out of the lock, was made safe by underpinning it with concrete.

The masonry at the north-west corner of Wellington basin was reinforced by the building of a block of concrete similar to the one placed at the head of lock No. 1.

WHARFS.

Extensive repairs were made as follows:—

Market wharf, north side of basin No. 2, new stringers and planking. Wharf at Montreal warehouse, flour basin No. 1, new stringers and planking, resetting coping stones. St. Gabriel, basin No. 1, refilling cribwork, renewing superstructure and plank facing, roadway on top covered with a thick layer of cinders and strong iron mooring posts placed in concrete blocks every 30 feet.

MOORING POSTS.

Forty-seven large cast iron mooring posts, set in concrete were placed on new blocks Nos. 1, 2, 3, 4 and 5. Every one of the large locks on this canal is now equipped with 16 such heavy posts.

Forty-two heavy cast-iron nigger heads also set in concrete were placed at various points. Both posts and nigger heads are very much appreciated by the vessel men and constitute an effective protection for the canal structures.

A large number of wooden mooring posts along the various reaches were lifted and reset and 25 new ones planted.

BUILDINGS.

A fire occurred in the canal power house station and sawmill on Mill street last fall. The mill was being used at the time by the Montreal Harbour Commissioners, who paid the cost of repairs out of an insurance policy they had taken on the building and machinery. All the various buildings, lock houses, sheds, stores, &c., were kept in good order throughout the year.

LIFE PROTECTION LADDERS.

Ladders were placed on the walls of new basin No. 1 and St. Gabriel basin No. 4.

BOOMS.

New booms were placed at the following points on this canal during the year: North side upper entrance to lock No. 3, 400 feet long and 5 feet wide; north side of canal, upper entrance to lock No. 4, 600 feet long and 5 feet wide; south side of canal, lower entrance to lock No. 5, 200 feet long and 3 feet wide; north side of canal, lower entrance to lock No. 5; north and south side of canal at Canadian Pacific Railway bridge at Lachine,, 200 feet by three feet each.

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ROADWAYS, DRAINS AND FENCES. .

All the roadways, drains and fences, on both sides of the canal were kept in good repair during the year. A new fence and sidewalk were built along Cote St. Paul road from the canal to the south side of River St. Pierre, the roadway being widened a few feet at the same time.

TIMBER BASINS.

The timber basins at Lachine were cleared of all sunken logs last fall. Some large boulders were also removed. This timber is now being disposed of.

REPAIRS TO VESSELS.

The Quebec canal dredging fleet, with headquarters in Montreal, consists of the following vessels, viz.: Tug *Frank Perew*, tug *Ernest*, steam Dredge No. 2, steam Derrick No. 2, house boat for men, one dump scow, eight flat scows and one coal scow.

Besides keeping these various boats in good repair, the following special works were performed during the year:—

Tug Frank Perew.—Putting in a new stern post, replacing water heater by a steel one with copper tubes.

Steam Dredge No. 2.—Repairing and strengthening engine frame. Renewing main gear of swinging frame. Bracing crane and renewing bucket teeth.

Steam Derrick No. 2.—Overhauling derrick and swinging frame.

Scows.—All the scows were carefully overhauled before the opening of navigation.

House boat.—This boat was entirely remodelled during the winter. New rooms were provided and a crew of twelve men are now accommodated with comfortable sleeping quarters on board of it. This is most useful at all times, but especially so when the fleet is at work at points some distance from towns. The dredging fleet is under the supervision of Mr. W. O'Brien.

INCOME.

Lock gates.—The necessary gates for the new enlarged locks at Montreal were completed last spring, and two pairs of spare ones also built. Some of those gates are now in position and the others will be placed during the present season.

REPAIRING OLD LOCKS NOS. 1 AND 2.

The work is practically completed. The contractors, Messrs. Quinlan & Robertson, began removing their plant in the beginning of July, and it is expected that the locks can be opened to traffic during the present season.

The new locks are of the same dimensions as those on the south side, and will prove a great help to the heavy traffic in the lower sections of this canal.

WIDENING WHARF, BASIN NO. 1.

This work consisted in building a concrete wall with masonry facing, from the coping to a line 12 inches below water parallel with the old south wall of the basin and 24 feet north of it, the space between the two being filled with clay from the excavation and a good macadamized roadway provided, the entire width of both the old wharf and its extension. The end walls were also partly rebuilt and generally repaired.

As the area of old basin No. 1 was materially reduced, it was thought advisable to connect it with new basin No. 1, in order to avoid an excessive lowering of the level after heavy locking. This was obtained by means of a culvert, consisting of two con-

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crete arches 18 feet span each, the top of which is about 4 feet below normal water level in the basins, or under ice line. This culvert will ensure constant equalizing and regulating of the levels in both basins. Isolation of the basins for repairs, &c., is secured by means of stop logs placed across both arches.

This work is fully completed and the final estimate in favour of the contractors, Messrs. Quinlan & Robertson, is in course of preparation.

REBUILDING WALL ON SOUTH SIDE OF BASIN NO. 2.

As stated in last year's annual report, this work had been commenced a few years ago and performed by day's labour. It consists of underpinning the old wall to a depth of 9 feet and building a concrete facing 4 feet thick and securely joined to the old work.

At the end of last season there remained to be done about 600 feet of the underpinning as well as the whole of the facing.

This work, which is now completed, was done under contract by Messrs. Quinlan & Robertson.

REBUILDING GOVERNMENT DRY DOCK.

The old timber walls, mitre sills and masonry abutments for the lock gates of this dock were completely decayed. They were entirely rebuilt. The timber sides of the lock chamber have been strongly anchored to concrete pillars placed at the back of them, and concrete substituted for masonry in the gate abutments.

The flume used for emptying the dock was also thoroughly overhauled.

The whole of the work which was done under contract by Messrs. Quinlan & Robertson, being completed in the time specified.

RAISING ST. GABRIEL NO 1, &C.

The work done under this head consisted in the paving of part of the roadway between sheds Nos. 1 and 2 leading to the shed raised last year, used by the large vessels of the New Ontario Steamship Company, Limited.

The Sicily Asphaltum Company performed the work in a satisfactory manner and completed it within the time specified.

UNDERPINNING WALLS, SIDE BASINS OF BASIN NO. 2.

The walls of these basins are of very old standing and some portions are in a poor state of preservation. Underpinning was done at the worst places, the new foundations being carried down to such a depth as will ensure 15 feet of water at normal level in the canal. The whole of these walls will have to be treated in the same manner in the near future. This work is being done by day's labour and can only be performed while the canal is unwatered in the spring of the year.

CAPITAL.

Rebuilding Slope Walls.

New plans were prepared for this work during the year, providing for the building of part of the walls in concrete.

Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered, a section 1,400 feet in length being fully completed at the end of the fiscal year. It was found that the concrete portion could be built much more rapidly than the dry stone work and at practically the same

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cost. Rapidity being of the utmost importance here, it seems advisable to extend the concrete belt to within a couple of feet below the coping in order to ensure the completion of the work within the time specified.

A couple of short sections on the north side and the whole of the south wall still remain to be done.

DREDGING BASINS, &c.

This work was continued during the year under the immediate supervision of Mr. Wm. O'Brien, superintendent of the dredging fleet. The total quantity of material excavated was about 22,000 cubic yards.

The want of proper dumping ground is a great drawback here and some means will have to be found of disposing of the dredgings, in the near future.

The works enumerated above were under the supervision of Mr. Henry R. Lordly, engineer in charge.

ELECTRIC INSTALLATION.

Work on the installation of electric machinery for the operation of lock gates, &c., was continued during the year. Tenders for the finishing of various parts of such machinery were invited, but no contract was awarded, it being thought advisable, before finally adopting the proposed system, to have it practically tested. A set of machines was therefore procured and installation of them on the gates of Cote St. Paul old lock commenced in June. At the end of the fiscal year the work was in progress. As soon as completed the lock will be opened to traffic in the regular way.

BRIDGE AT ATWATER AVENUE.

This bridge is of the same type as those built at Napoleon street and Cote St. Paul last year, only it is built on the skew, to conform with the alignment of Atwater avenue. Its length is 205 feet and the width between the trusses 32 feet.

The abutments and pivot pier are built of concrete with arches in the mass of the material, to pass the main pipes of the Montreal waterworks. The rest piers consist of a cribwork foundation carried down, as well as other portions of the substructure to 22 feet below water level in the canal and topped with concrete walls, 6 feet in height.

This work was done under contract by Messrs. Rogers & Taylor, and completed on June 30.

The contract for the superstructure had not been awarded at that date.

This bridge will only be opened to traffic after the present season of navigation.

This work was carried out under the supervision of Mr. L. S. Pariseau, engineer in charge.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet, 15 feet of water on sills; total rise, 84 feet.

REPAIRS AND RENEWALS.

This being a practically new canal the charges under repair appropriation were only slight so far, and there is little to record under that head. The lock gate stoney sluices, however, required considerable attention during the year. Some parts of them, such as rollers, sliding bars, &c., which were originally of cast and wrought iron, are gradually being replaced by steel, the softer material wearing down too fast.

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The moneys voted for repairs here were expended in cleaning ditches, painting lock gates and electric light poles, rebuilding fences, cutting weeds, maintaining roads, bridges, buildings, &c. Some of the slope lining of the banks in the long reach was also relaid, the stone for this work being purchased from Mr. Jas. Quinlan. A considerable length of this lining will still have to be replaced or completed in the near future.

INCOME.

Repairs to Embankment.

Considerable anxiety was again caused last year by the condition of the embankments of regulating basin No. 2. Other portions of them began to slide early after the opening of navigation and the basin was unwatered shortly after, by means of the cofferdam provided the year before and which had only been partly removed.

During the summer a strong clay bank was built at the outside toe of the south embankment and a considerable amount of good clay deposited on the inside of the north embankment. The slopes were afterwards reformed and the top of the banks well rounded.

The south embankment has stood very well since, but the north one is still leaking and slides are again threatening, although the bank is in no immediate danger. Another attempt will be made this summer to effectually secure it.

The banks adjoining Clement's gully also received considerable attention last year.

This gully had been very much obstructed by slides. It was cleaned, the slopes reformed and flat stones deposited both on the bottom and the slopes on a length of 1,200 feet. Some distance above at a point where the fall in the ditch is quite steep, a double row of 24" vitrified clay pipes, 200 feet in length, was laid at the bottom and covered with clay. The extremities of this section consist of heavy blocks of concrete.

ST. AMOUR'S GULLY.

This gully was considerably improved. Besides widening and deepening it, a couple of feet on its whole length, the lower portion of it was lined on the sides with stone brought up to a height of 4 to 5 feet from the bottom.

The sodding on the slopes was somewhat damaged during the spring floods and some repairing will have to be done to it this season.

BISSONNETTE'S GULLY.

The work done here last year arose out of claims from farmers, for damage done to their lands owing to the increased quantity of water brought down to this ditch since the construction of the canal.

The gully was made sufficiently wide and deep to meet the changed conditions and five bridges, one on each of the farms and a culvert under the public road were built, concrete being used.

All the farmers interested in the matter gave the government a full release for past, present and prospective damages and have undertaken to maintain the bridges and gully in future.

CAPITAL.

Bridge at Power House.

The old wooden highway bridge over the tail-race of the power house at Coteau du Lac, was replaced last fall, by a steel structure 80 feet span and 16 feet width of roadway.

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The channel at that point is now practically the same width as the rest of the race, and the strong current which formerly had a tendency to undermine the abutments, has been obliterated.

The municipal authorities of the parish have undertaken to maintain this bridge in future and the government is thus relieved of any further responsibility in connection with it.

POWER HOUSE.

The electric regulators provided for the turbines of the power house some years ago, never gave satisfaction and have been discarded. They were replaced last winter by two type D. Woodward regulators, which have since acted quite satisfactorily under severe tests. Their effect on the steadiness of the lighting is quite apparent.

MACHINERY.

Tenders for machine tools for the shops on this canal were invited in June last, but no contracts have been awarded up to July 1 last.

These machines will be purchased and put in operation during the fiscal year 1905-06.

HEATING AND LIGHTING SHOPS, STORES, &c.

The buildings erected during the fiscal year 1903-04 were completely wired for electric lighting.

This work was done very carefully and in accordance with the rules of the Association of Underwriters.

A hot water heating apparatus was also installed and both this and the lighting system thoroughly tested with satisfactory results.

BEAUHARNOIS CANAL.

Length, 11½ miles; 9 locks 200 x 45 feet; 9 feet of water on sills. total rise 82½ feet.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

REPAIRS AND RENEWALS.

A large quantity of stone was purchased and broken both by machinery and by hand and part of it used on the roads along the canal and the Hungry bay dyke.

Three of the waste weirs were overhauled last spring and a pair of old lock gates remodelled and stored for further use.

The rebuilding of the north wall in the upper entrance was continued last fall. It is now practically completed, but the south wall has not yet been touched. Its condition will necessitate an entire overhauling at short notice.

Owing to the rebuilding of the waste weir walls at the upper entrance, as described below, this canal could only be opened to navigation on July 3, 1905, instead of May 1.

INCOME.

Rebuilding Walls of Waste Weir Race, Valleyfield.

The old rubble wall on the south side of the head and tail race of the supply weir here was taken down and a strong concrete wall substituted. This wall is started on

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such of the bottom portions of the old one as could be preserved. Its height is about 10 feet and its average width 4' 6" the length being 590 feet.

The ends of the north wall were also rebuilt in cement masonry.

Two highway bridges and the sluice operating bridge were renewed and the iron fence on the south side properly repaired and painted.

The work was done under contract by Messrs. Cossette Freres and satisfactorily completed within the time specified.

The income work both on the Soulanges and Beauharnois canals have been carried out under the supervision of Mr. L. S. Pariseau, engineer in charge.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 22½ feet; 6½ feet of water on the sills; total rise, 74 feet.

REPAIRS AND RENEWALS.

The main items of work chargeable to repairs done here during the year, irrespective of the maintaining of the canal and structures in good order were as follows:—

A strong substantial vessel 68' x 20' x 5' was built at the shops during the winter. The dredging machinery and derrick of the present dredging boat will be transferred to the new hull during next winter.

An opening some 40 feet wide was provided at the end of the long pier on the north side of the canal entrance at St. Johns, P.Q. This necessitated some dredging and the placing of booms to protect both the pier and vessels. This passage way will accommodate small boats plying between St. Johns and Iberville.

The pivot pier of the bridge at Ste. Therese Island, which consists of a timber platform on piles, had to be considerably repaired last spring, it having been disturbed by frosts. It is the intention to replace the timber structure with concrete shortly.

INCOME.

Macadamized Towpath.

A contract for the supply of the necessary broken stone for this work was awarded to Mr. J. E. Hebert, of St. Johns, and a couple of miles of the road were macadamized during last fall. The stone is provided in two sizes, viz.: 3" and 2". The larger size is being placed on the prepared roadbed, the 2" stone on top of it and the crushings used as blinding material.

REBUILDING DENEAU'S CULVERT.

This work was done by day's labour under the joint supervision of Mr. L. S. Pariseau, engineer in charge, and Mr. P. B. Benoit, the canal superintendent.

The culvert is 132 feet long and consists of two concrete tunnels 8½' x 3', the base 12 feet wide being composed of a layer of concrete one foot thick.

The western end or inlet is formed by a well the walls of which are carried up to a height sufficient for the securing of the clay bank above it.

The outlet consists of concrete walls and the waters coming out of the culvert are carried to a ditch by means of an iron pipe 3' 3" in diameter and about 250 feet long, the bottom of which is on a level with the platform of the outlet. This pipe in its turn is covered with clay and broken stone which will permit of any water which cannot find its way through the pipe to reach the ditch.

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ROAD WEST SIDE OF CANAL.

This road runs parallel with the canal north of the town of St. Johns. A section one mile in length was macadamized during May and June last.

The stone was supplied under contract by Mr. J. E. Hebert, of St. Johns, and the preparing the road-bed, the spreading of the crushed stone and the compacting of it with a 5-ton roller, were done by day's labour.

As soon as the whole length of the road shall have been covered with this material a much heavier roller will be used to further improve it.

CULVERT AT LITTLE RIVER DES IROQUOIS.

The work was completed during the month of June last.

The culvert is 125 feet long, 10 feet wide and 5 feet high outside. It is formed of two tunnels $3\frac{1}{2} \times 3'$, and its top is 11 feet below the natural level of the water in the canal. The wells at each end are rectangular in shape $14' \times 11'$ outside and provided with a division wall in the centre, so that each tunnel can be used separately.

The structure is entirely built of concrete except a few pieces of timber used as a foundation.

As stated in my last report, the work was completed by the department for the contractor, Mr. W. J. Finn, who found it impossible to carry out his contract. Operation was resumed at the close of navigation last fall and the whole of the concrete work as well as the reforming of the bank and public road, done before the frost set in. Some puddling at the extremities had to be left undone till last spring. This was completed in June, 1905.

Both the bank and the public road at that point have been widened, which is considered a great improvement by boatmen and the travelling public. The building of this culvert permanently removes all causes of damage to lands along Little Iroquois river.

PROTECTING WALL AT HEAD OF STE. THERESE ISLAND.

A sum of \$2,200 had been appropriated for the repairing and extending of the wall already provided by the government for the protection of the head of this island. Negotiations were opened with the owner of the land with a view to securing a full release for all damage past, present and prospective by handing over to him the sum of \$2,000.

This has been carried out and the government is now relieved of all responsibility in the matter.

LANDING WHARF AND SHED AT ST. JOHNS.

This wharf and shed will be used by the Singer Manufacturing Company. They are located on the west side of the canal above the guard lock.

The wharf is 181 feet long and 30 feet wide. It consists of cedar piles capped with pitch pine stringers and cross beams and a 3" pine floor. The shed, $121' \times 20'$ is substantially built and the roof is metal covered.

The work was performed under contract by Mr. Valentin Trahan, and very well done.

The works chargeable to income on this canal were performed under the supervision of Mr. L. S. Pariseau, engineer in charge.

ST. OURS LOCK.

Length of canal, $\frac{1}{2}$ mile; one lock, 200×45 feet; 7 feet of water on sills; total rise, 5 feet.

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REPAIRS AND RENEWALS.

The various structures in connection with the lock were kept in good order during the year.

There is nothing to report here under the head of repairs, except the building of a masonry oil and paint store 16' x 12', and the protecting of the lower end of the island on the side of the main channel by the placing on it of 250 cubic yards of field stone.

INCOME.

Lock Gates and Stop Logs.

Two pairs of new gates were built here during the winter. They were placed under cover and will be kept as spares to be used in case of accident.

Twenty stop logs purchased last year were dressed and otherwise prepared for use in an emergency.

LANDING WHARF.

The old landing wharf above the lock, which consisted of a wooden platform resting on top of wooden posts, was removed during the year and a new structure erected. The position of the latter gives the entrance an additional width of 10 feet and will make the approach to the lock easier.

The new wharf is formed of eight concrete piers resting on piles and placed about 20 feet apart. The spaces between the piers will be spanned by steel beams carrying a plank walk, a continuous iron railing running the whole length of the landing.

Both the beams and railing are built and secured to the piers in such a way as to be removed in the fall and stored out of reach of floating ice in the spring.

Upper entrance.—The lower part of this entrance had never been made of the required depth except in the channel in line with the lock. Considerable dredging was done here in the spring and vessels can now meet in the entrance with ease.

The works chargeable to income on this canal were performed under the supervision of Mr. L. S. Pariseau, engineer in charge.

STE. ANNE'S LOCK.

Length, $\frac{1}{2}$ mile; one lock 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet.

Old lock still available; 200 x 45 feet; 6 feet of water on sills; total rise, 3 feet.

The various structures on this lock and its approaches were kept in good repair during the year.

The main items of work were as follows:—

Rebuilding a section of the wing dam above the lock about 160 feet in length; rebuilding a pair of old lock gates, which will be stored for use in case of accident; renewing the platform of the upper gates of the new lock.

CARILLON AND GRENVILLE CANALS.

Carillon Canal.—Length, $\frac{3}{4}$ mile; two locks, 200 x 45 feet; 9 feet of water on sills; total rise, 16 feet.

Grenville Canal.—Length, $5\frac{1}{4}$ miles; five locks, 200 x 45 feet; 9 feet of water on sills; total rise, $43\frac{1}{4}$ feet.

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On February 6 last, Mr. E. H. McCoy, was appointed overseer of these canals to replace Mr. F. M. H. Cushing, who had acted as overseer since the death of Mr. Jas. B. Cushing on October 22, 1903.

Both these canals are under one overseer. They are separated by a stretch of navigable river about five miles long, and between them is to be found the Old Chutes-a-Blondeau lock, which was abandoned at the completion of the dam at the head of the new Carillon canal in 1883, the rise of the old lock having been practically obliterated.

REPAIRS AND RENEWALS.

Irrespective of the ordinary maintenance of the various structures on these canals, the following works were performed during the fiscal year.

The western end of the guide pier and two detached piers at the head of the Carillon canal were rebuilt from low water line.

A carpenter shop about 125' x 40' was erected at Carillon.

Protecting beams (the invention of Mr. E. A. Manny) to secure lock gates against being thrown down by collision with vessels, were placed on various locks in these canals. A dry stone masonry wall about 250 feet in length was built on the south side of the upper approach to lock No. 6, Grenville canal.

Two dangerous leaks in the south bank of the Grenville canal, one above lock No. 5, the other at lock No. 6, were successfully stopped by means of a deep trench cut longitudinally into the bank down to about one foot below the prism and filled with good rammed puddle.

The tow path above lock No. 6, was widened on a considerable distance.

INCOME.

Guide Pier at Upper Entrance to Carillon Canal.

This work was completed by the contractors, Messrs. O. Martineau Fils & Le-moine, during the last fiscal year. The final estimate was handed you in August, 1904. The concrete work done here has successfully borne the test of two very severe winters.

SWING BRIDGE AT STONEFIELD.

The old wooden swing bridge across the Grenville canal, at Stonefield, was replaced last year by a steel structure, built and erected by the Phoenix Bridge & Iron Works of Montreal.

The remodelling of the pivot pier and abutments had been done by day labour under the supervision of Mr. Francis J. Lynch, engineer in charge.

The bridge works easily, and is giving satisfaction.

GRENVILLE WHARF.

A contract for this work was awarded to Messrs. O. Martineau & Fils in August, 1904.

The work consists of the removing of the present timber work down to low water and the rebuilding of the wharf with concrete.

The contractors commenced work in September. For the accommodation of the Ottawa River Navigation Company's boats, landings were first provided on the south-west side of the wharf, the freight shed moved to a convenient position and a cattle pen erected in the vicinity. The tearing down of the old work was then proceeded with so far as the water permitted, and a cement shed erected.

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It was then hoped that some concrete work could be done before winter set in, but the water kept at too high a level all through October to permit getting in the foundations. In the meantime, stone was being received and crushed by a steam crusher for concrete.

Stone crushing was resumed in May, 1905, and continued to the end of June, when a sufficient quantity was on hand.

In March last two clusters of piles, 40 to 45 feet long, were driven on the north-erly side of the steamboat basin north of the wharf. Although the holding ground was not found as good as expected, the piles have satisfactorily sustained some severe tests last spring.

At the opening of navigation considerable trouble was caused by steamboats setting fire to the dry and rotten timber in the wharf. However, no serious damage was done.

Fishway in Carillon Dam.—In August, 1904, a survey was made of the Carillon dam, for the purpose of putting a fishway in the structure, but the idea seems to have been abandoned. There is no doubt but such a continuance would improve the fishing above the dam, it being practically impossible for fish to go past this obstacle.

Carillon Slide.—In this connection, I beg to report that a recent examination of the timber slide on the Point Fortune side has shown the structure to be rapidly de-caying. I may remark that this slide has not been used once in the last two years and that owing to the disappearance of large timber in the Upper Ottawa valley, its usefulness seems to have ceased.

Should the Department of Public Works see fit to close it permanently, the Department of Railways and Canals will have to continue the superstructure of the dam across the opening and it will then be proper time to place a fish ladder in it. I shall report more fully on this matter shortly.

The works chargeable to income on this canal were carried out under the joint supervision of Mr. Francis J. Lynch and the canal overseer.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,

Supt. Engineer, Quebec Canals.

QUEBEC CANALS.

STATEMENT of the Opening and Closing of Navigation.

| Name of Canals. | Closing. | Opening. |
|------------------------------------|---------------------|------------------|
| Lachine Canal | 1st December, 1904 | 1st May, 1905 |
| Soulanges Canal | 2nd " 1904 | 1st " 1905 |
| Beauharnois Canal | 30th November, 1904 | 3rd July, 1905 |
| Chambly Canal | 30th " 1904 | 1st May 1905 |
| St. Ours Lock | 30th " 1904 | 15th April, 1905 |
| Ste. Anne Lock | 30th " 1904 | 16th April, 1905 |
| Carillon and Grenville Canals..... | 30th " 1904 | 1st May, 1905 |

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LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1, at lower entrance and new Lock No. 5, at upper entrance, during the fiscal year ending June 30, 1905.

| MONTHS. | NEW LOCK NO. 1, LOWER SILL. | | | | NEW LOCK NO. 5, UPPER SILL. | | | |
|----------------|--------------------------------|-----|---------|-----|--------------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 19 | 8 | 17 | 8 | 18 | 4 | 17 | 2 |
| August..... | 17 | 9 | 16 | 11 | 17 | 2 | 16 | 6 |
| September..... | 19 | 3 | 17 | 1 | 16 | 11 | 16 | 1 |
| October..... | 20 | 7 | 19 | 2 | 17 | 3 | 16 | 5 |
| November..... | 19 | 7 | 17 | 7 | 16 | 10 | 15 | 8 |
| December..... | 32 | 2 | 15 | 4 | 16 | 10 | 14 | 8 |
| 1905. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 29 | 7 | 25 | 4 | 15 | 8 | 14 | 5 |
| February..... | 26 | 9 | 24 | 0 | 15 | 5 | 14 | 2 |
| March..... | 29 | 4 | 25 | 4 | 17 | 4 | 13 | 8 |
| April..... | 34 | 2 | 16 | 2 | 17 | 11 | 16 | 4 |
| May..... | 19 | 9 | 16 | 5 | 17 | 10 | 16 | 4 |
| June..... | 18 | 3 | 17 | 3 | 17 | 3 | 16 | 10 |

Mitre sill of old Lock No. 1, 2' 2" above sill of new Lock No. 1.

Mitre sill on old Lock No. 5, 5' 0" above sill of new lock No. 5.

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6, at lower entrance, and Lock No. 4, at upper entrance, during the fiscal year ending June 30, 1905.

| MONTHS. | LOCK NO. 6, LOWER SILL. | | | | LOCK NO. 4, UPPER SILL. | | | |
|----------------|-------------------------|-----|---------|-----|-------------------------|-----|---------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 12 | 6 | 11 | 8 | 12 | 4 | 12 | 0 |
| August..... | 11 | 6 | 10 | 10 | 12 | 2 | 11 | 10 |
| September..... | 10 | 10 | 10 | 8 | 12 | 0 | 11 | 1 |
| October..... | 10 | 10 | 10 | 4 | 12 | 0 | 11 | 4 |
| November..... | 10 | 6 | 10 | 2 | 11 | 8 | 11 | 0 |
| December..... | 13 | 6 | 10 | 2 | 11 | 5 | 10 | 11 |
| 1905. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 18 | 0 | 13 | 0 | 11 | 10 | 10 | 11 |
| February..... | 24 | 7 | 16 | 0 | 11 | 10 | 10 | 9 |
| March..... | 19 | 6 | 14 | 11 | 12 | 0 | 10 | 6 |
| April..... | 15 | 0 | 10 | 10 | 12 | 0 | 11 | 2 |
| May..... | 12 | 0 | 11 | 0 | 11 | 7 | 11 | 4 |
| June..... | 12 | 0 | 11 | 4 | 11 | 10 | 11 | 4 |

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CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ending June 30, 1905.

| MONTHS. | LOCK NO. 9, LOWER SILL. | | LOCK NO. 1, UPPER SILL. | |
|-----------------|-------------------------|-----|-------------------------|-----|
| | Highest. | | Lowest. | |
| | Ft. | In. | Ft. | In. |
| 1904. | | | | |
| July | 11 | 1 | 8 | 11 |
| August | 9 | 8 | 8 | 6 |
| September | 11 | 9 | 8 | 3 |
| October | 12 | 10 | 9 | 11 |
| November | 11 | 0 | 8 | 10 |
| December | 9 | 10 | 8 | 1 |
| 1905. | | | | |
| January | 9 | 2 | 8 | 3 |
| February | 8 | 11 | 8 | 2 |
| March | 20 | 2 | 8 | 8 |
| April | 19 | 8 | 14 | 1 |
| May | 14 | 5 | 12 | 0 |
| June | 12 | 0 | 11 | 5 |

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours lock during the fiscal year ending June 30, 1905.

| MONTHS. | LOCK NO. 1, LOWER SILL. | | LOCK NO. 1, UPPER SILL. | |
|-----------------|-------------------------|-----|-------------------------|-----|
| | Highest. | | Lowest. | |
| | Ft. | In. | Ft. | In. |
| 1904. | | | | |
| July | 11 | 5 | 9 | 2 |
| August | 9 | 3 | 8 | 5 |
| September | 10 | 2 | 8 | 2 |
| October | 11 | 2 | 9 | 2 |
| November | 10 | 2 | 8 | 1 |
| December | 9 | 11 | 9 | 2 |
| 1905. | | | | |
| January | 11 | 8 | 8 | 10 |
| February | 10 | 11 | 10 | 1 |
| March | 19 | 7 | 9 | 10 |
| April | 20 | 2 | 11 | 5 |
| May | 13 | 5 | 11 | 2 |
| June | 11 | 4 | 10 | 1 |

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STE. ANNE LOCK.

STATEMENT showing the depth of the river water on the mitre sills of Ste. Anne lock, during the fiscal year ending June 30, 1905.

| MONTHS. | LOCK NO. 1. | | LOWER SILL. | | LOCK NO. 1. | | UPPER SILL. | |
|----------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 13 | 3 | 12 | 2 | 14 | 6 | 12 | 4 |
| August..... | 12 | 2 | 11 | 5 | 12 | 3 | 11 | 2 |
| September..... | 11 | 10 | 11 | 1 | 11 | 8 | 10 | 10 |
| October..... | 12 | 0 | 11 | 5 | 12 | 10 | 11 | 9 |
| November..... | 11 | 9 | 10 | 8 | 12 | 9 | 11 | 7 |
| December..... | 12 | 2 | 10 | 5 | 11 | 5 | 10 | 10 |
| 1905. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 11 | 4 | 10 | 6 | 11 | 10 | 11 | 0 |
| February..... | 11 | 5 | 10 | 8 | 12 | 10 | 11 | 7 |
| March..... | 12 | 5 | 10 | 1 | 13 | 4 | 11 | 3 |
| April..... | 13 | 4 | 11 | 4 | 14 | 7 | 12 | 4 |
| May..... | 13 | 1 | 11 | 4 | 15 | 4 | 12 | 6 |
| June..... | 12 | 4 | 11 | 9 | 14 | 4 | 12 | 7 |

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock Nos. 1 and 2, during the fiscal year ending June 30, 1905.

| MONTHS. | LOCK NO. 1. | | LOWER SILL. | | LOCK NO. 2. | | UPPER SILL. | |
|----------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 16 | 0 | 13 | 6 | 16 | 5 | 13 | 6 |
| August..... | 13 | 6 | 12 | 4 | 13 | 5 | 12 | 1 |
| September..... | 12 | 9 | 12 | 0 | 12 | 9 | 11 | 6 |
| October..... | 14 | 3 | 12 | 10 | 14 | 4 | 12 | 11 |
| November..... | 13 | 5 | 12 | 9 | 14 | 1 | 12 | 1 |
| December..... | 12 | 10 | 12 | 5 | 15 | 10 | 12 | 1 |
| 1905. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 13 | 7 | 12 | 8 | 14 | 11 | 12 | 4 |
| February..... | 14 | 4 | 13 | 6 | 13 | 3 | 12 | 4 |
| March..... | 15 | 4 | 12 | 9 | 13 | 2 | 10 | 8 |
| April..... | 17 | 1 | 13 | 9 | 15 | 9 | 13 | 6 |
| May..... | 16 | 11 | 13 | 11 | 17 | 6 | 14 | 1 |
| June..... | 16 | 0 | 13 | 11 | 16 | 1 | 13 | 11 |

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GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock Nos. 3 and 7, Grenville canal, for the fiscal year ending June 30, 1905.

| MONTHS. | LOCK NO. 3. | | LOWER SILL. | | LOCK NO. 7. | | UPPER SILL. | |
|----------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 20 | 0 | 16 | 2 | 17 | 2 | 13 | 6 |
| August..... | 16 | 2 | 14 | 6 | 13 | 7 | 11 | 10 |
| September..... | 15 | 7 | 14 | 4 | 12 | 3 | 11 | 5 |
| October..... | 17 | 4 | 15 | 9 | 15 | 0 | 12 | 6 |
| November..... | 17 | 2 | 14 | 11 | 14 | 8 | 12 | 3 |
| December..... | 20 | 3 | 15 | 0 | 12 | 3 | 11 | 3 |
| 1905. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 24 | 10 | 17 | 0 | 11 | 3 | 10 | 2 |
| February..... | 27 | 6 | 23 | 8 | 10 | 2 | 9 | 10 |
| March..... | 27 | 10 | 19 | 6 | 13 | 11 | 9 | 5 |
| April..... | 24 | 6 | 16 | 7 | 16 | 5 | 14 | 0 |
| May..... | 21 | 5 | 17 | 2 | 18 | 6 | 14 | 6 |
| June..... | 19 | 10 | 16 | 9 | 17 | 2 | 14 | 3 |

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, lower entrance, and Lock No. 6, at upper entrance, during the fiscal year ending June 30, 1905.

| MONTHS. | LOCK NO. 1. | | LOWER SILL. | | LOCK NO. 6. | | UPPER SILL. | |
|----------------|-------------|-----|-------------|-----|-------------|-----|-------------|-----|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July..... | 19 | 9 | 18 | 8 | 17 | 7 | 17 | 7 |
| August..... | 18 | 8 | 18 | 3 | 17 | 7 | 17 | 3 |
| September..... | 18 | 5 | 18 | 0 | 17 | 5 | 17 | 1 |
| October..... | 18 | 7 | 18 | 3 | 17 | 5 | 17 | 0 |
| November..... | 18 | 6 | 17 | 4 | 17 | 2 | 16 | 7 |
| December..... | 19 | 0 | 17 | 3 | 16 | 8 | 16 | 5 |
| 1905. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| January..... | 21 | 3 | 17 | 8 | 17 | 0 | 16 | 6 |
| February..... | 24 | 9 | 20 | 7 | 17 | 0 | 16 | 6 |
| March..... | 24 | 3 | 21 | 8 | 17 | 2 | 16 | 2 |
| April..... | 22 | 7 | 17 | 8 | 17 | 8 | 16 | 9 |
| May..... | 19 | 3 | 17 | 8 | 17 | 0 | 16 | 9 |
| June..... | 18 | 9 | 18 | 6 | 17 | 4 | 16 | 8 |

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LACHINE CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1905.

| Date. | Name of Vessels. | Name of Owners. | Fines. | Damages. | Remarks. |
|---------|---------------------------|---------------------------------|---------|----------|--------------------------------------------------|
| 1904. | | | \$ cts. | \$ cts. | |
| May 2. | Barge <i>Santa Anna</i> . | Capt. D. Salvail..... | | 23 08 | Damages to lower gate of Lock No. 1. |
| Nov. 7. | Barge <i>Thrush</i> | The Canada Atlantic Ry. Co..... | | 95 86 | Damages to spuds of Derrick No. 2, not yet paid. |
| | | Total..... | | 118 94 | |

SOULANGES CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1905.

| Date. | Name of Vessels. | Name of Owners. | Fines. | Damages. | Remarks. |
|-----------|------------------------------|--------------------------------------|---------|----------|--------------------------------------------|
| 1904. | | | \$ cts. | \$ cts. | |
| July 2. | Str. <i>Turret Chief</i> ... | Montreal and Lake Superior Line..... | | 20 00 | Damages to coping, Guard Gate, Lock No. 5. |
| Aug. 16. | Str. <i>Turret Court</i> ... | "..... | | 40 00 | " |
| Aug. 19. | Barge <i>Armond</i> | H. Lomer..... | 20 00 | 20 00 | Disobedience. |
| Sept. 16. | Barge <i>Hilda</i> | Quebec Route..... | | 20 00 | Damages to coping stone, Lock No. 2. |
| Sept. 29. | Str. <i>Geo. C. Howe</i> .. | "..... | | 25 00 | Damages to coping stone, Lock No. 1. |
| Oct. 7. | Str. <i>Dalton</i> | "..... | | 25 00 | Damages to coping stone, Lock No. 2. |
| | | Total..... | 20 00 | 130 00 | |

CARILLON AND GRENVILLE CANALS.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1905.

| Date. | Name of Vessels. | Name of Owners. | Fines. | Damages. | Remarks. |
|---------|-----------------------------------|-----------------|---------|----------|-----------------------------------------------------|
| 1904. | | | \$ cts. | \$ cts. | |
| Oct. 6. | Barge <i>G. H. Laboires</i> | | | 10 55 | Damages to lower gates, Lock No. 1, Carillon Canal. |
| | | Total..... | | 10 55 | |

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ST. LAWRENCE DISTRICT.

Inclosure.

SUPERINTENDING ENGINEER'S OFFICE.

CORNWALL, September 8, 1905.

SIR,—I beg to inclose herewith my annual report on works of construction, St. Lawrence District, for the fiscal year ending June 30, 1905.

I have the honour to be, sir,

Your obedient servant,

L. N. RHEAUME,

Engineer in Charge.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,

CORNWALL, July 1, 1905.

SIR,—I beg to submit my annual report upon works of construction and survey, in connection with the enlargement of the St. Lawrence canals, for the year ending June 30, 1905.

CORNWALL CANAL.

The works of construction performed during the past year on this canal consisted in widening and enlarging the regulation weir at old lock No. 17, and in forming a twelve (12) foot channel between the east end of the revetment wall and the upper entrance of old lock No. 17.

Regulating weir at old lock No. 17.—For this work a contract was entered into with Mr. J. J. Fallon on November 10, 1904. It consisted in removing part of the old masonry walls, enlarging the old sluice-ways, forming two additional sluice-ways, building a new service bridge, renewing part of the old foundations, renewing the sheeting of the north wall of the race-way, erecting new fences and pointing part of the old walls.

The contract was completed on June 29 last, and the final estimate was sent in on July 4 last.

Widening and deepening channel between east end of revetment wall and old lock No. 17.—For this work a contract was entered into with the W. J. Poupore Co., Limited, on November 7, 1904. It consisted in dredging out a twelve (12) foot channel, which was completed on June 16 last, and a final estimate was returned on the 30th of the same month.

RAPIDE PLAT CANAL.

Upper entrance.—The contract for this work was awarded to Mr. P. H. Gilbert, and was commenced April 17, 1901.

The work done during the fiscal year is as follows:—

Dredging operations were completed on July 6, 1904.

The masonry of the stone superstructure of south pier was resumed on June 30, 1904, and had to be discontinued on July 18, owing to the prevailing high water. It was resumed again on October 27 and completed on November 30, 1904. The placing of a pine stringer on top of the cribwork for the pier, placing broken stone at foot of masonry wall, filling and levelling in rear of the masonry superstructure then followed, and the contract was entirely completed on January 14, 1905.

The final estimate for this work was sent in on March 31, 1905. Copies of plans, diagrams and calculations are being prepared.

GALOPS CANAL.

IROQUOIS SECTION.

The contract for this work was awarded to Messrs. Larkin & Sangster, and was commenced on May 20, 1897, and was completed in November, 1902.

The last progress estimate represents as nearly as possible the full extent of work done, and was sent in on March 31, 1905.

The final plans, diagrams and detail calculations are now being prepared.

GALOPS DIVISION.

Dredging prism of old canal from old lock 26, Cardinal, to the eastern end of the 'upper entrance.'

This work was awarded in the beginning of November, 1896, and a contract was entered into with Messrs. Wm. Davis & Sons, on December 14, 1896.

Dredging operations commenced on November 8, 1896, and were discontinued on the 26th day of the same month.

It having been contemplated to proceed with the enlargement of canals, this work was consequently abandoned.

A final estimate for the amount of work done was returned on March 31, 1905.

CARDINAL SECTION.

For this work a contract was entered into with Messrs. Wm. Davis & Sons on May 10, 1897.

During the past year the work performed is as follows:—

The repairs to the pitched stone facing on slopes of the 'deep cut' rendered necessary by the washing away in places of the underlying earth slopes and which was in progress on July 1, 1904, was completed on August 4, 1904.

The rejoining, where required, of joints in the masonry of the revetment walls throughout the 'deep cut' was completed on August 25, 1904, thus completing the entire work on this contract.

A final estimate was prepared, and with the exception of a balance of a few hundred dollars, was returned on May 31, 1905.

Final plans, diagrams and calculations for this work are in progress.

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UPPER ENTRANCE.

This contract was awarded to Messrs. Murray & Cleveland on November 14, 1888. The work of construction proceeded with during the past year is as follows:—

Earth excavation.—Dredging operations for widening the prism at McLaughlin's Hill, west of the Nine Mile road, were carried on at intervals during the season from July 1, 1904. The excavation is nearly completed, a small area requiring to be cleaned up. West of the Nine Mile road the excavation turned out to be very hard and had to be drilled and blasted, the material to be excavated will be used in forming the earth talus at the 'gut dam.' The grading of a berme and the forming of slopes were completed in September, 1904.

Rock excavation.—Excavation in widening the prism at the site of the old guard lock was carried on at intervals during the past season and the widening at this point was completed.

Sodding.—The sodding of slopes was carried on during the months of September and October, 1904.

Protection to slopes.—The stone protection to inside slopes was continued at intervals during the past season and that around the east side of McLaughlin's Hill at Ward's bay and a short piece at McLaughlin's creek were completed. The slopes below the guard lock, at the end of the cribwork on the north side connecting with Messrs. Wm. Davis & Sons' contract, was also protected with stone.

Masonry.—Owing to the prevailing high water during the past season, very little progress was made with this class of work. In December, 1904, when water was sufficiently low, 550 lineal feet of the first course above the footing of masonry was laid over the extension of the cribwork below the lift lock and the footing course was also laid on both sides of the cribwork.

Concrete walks.—During the month of November, 1904, the excavation for concrete walks in rear of the guard and lift locks walls was completed, and broken stone was placed in readiness to receive the concrete.

It is expected that this contract will be completed this season.

NORTH CHANNEL.

The contract for this work was awarded to Mr. M. A. Cleveland and was commenced on May 14, 1897.

The work of construction performed during the past year is as follows:—

Earth excavation.—The dredge *Stewart* was employed at intervals in excavating crib seats for the 'gut dam' and for crib seats at lower end of stone protection to channel and in prism at head of Spencer's island, when not employed at upper entrance of Galops canal, was laid up for the winter season on December 9, 1904. During the winter season new and more powerful engines were installed in the dredge, thereby increasing materially her capacity for excavation. She resumed operations on May 4, 1905, digging crib seats at head of Spencer's island and working on outer shoal south side of channel above Drummond's island to June 30, 1905.

Superstructure of cribwork.—Owing to the prevailing high water, this work was only proceeded with during months of October and November, 1904. When stage of water permitted, the work of placing footing course to masonry superstructure on top of cribwork, above Spencer's island was continued up to December 9, 1904. It was

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resumed on June 8, 1905, and completed to the west end at lighthouse crib, on June 15, 1906. East of the angle the work of placing the first course of masonry was resumed and continued up to June 30, 1905, when some 1,700 lineal feet of this work was completed.

Protection wall.—The work of replacing curb stone, and paving in front of same was carried on at intervals, when stage of water permitted, during the season of 1904, and completed on June 30, 1905.

Cribwork.—In August, 1904, a group of three cribs on either side of the channel at the lower end of stone protection to slopes, were sunk in place and ballasted. From September to November, 1904, carpenters were employed at intervals in building cribs to be placed at the head of Spencer's island for protection to the bank. Thirty-two cribs 30' x 20' were built up 10 courses high and moored in the bay above the ship yard.

It is expected that this work will nearly all be completed by the end of the present fiscal year.

'GUT DAM.'

As originally designed the crest of the dam was to be built only to the height of the level of ordinary water, viz. :—

Nine feet of the sill of old lock No. 27, but, with the consent of the United States authorities, a change was made so that the crest of the dam be raised (2½) two and one-half feet above ordinary water. This change was rendered necessary in order to make the currents on the Galops rapid constant at the different stages of the water, thereby placing vessels using that channel at a better advantage.

During the past year the work of construction is as follows :—

Excavation.—The dredging of seats for cribs was resumed on July 16 and completed on July 19, 1904.

Four anchor cribs were also dredged out.

Cribwork.—The placing of cribs for the core of the dam was resumed on August 6, and completed on August 11, 1904, thirty-seven cribs in all having been placed to date and ballasted to required level on August 16, 1904.

Talus.—The placing of the rock talus at both ends of the dam was completed on August 22, 1904. The top of the rock dump forming part of the rock talus on the lower side of the dam was taken down to the level of the finished top of the talus, the material obtained being placed between the dump and the cribwork.

Superstructure.—The temporary courses on top of the cribs were removed and a permanent superstructure of British Columbia pine was placed and completed on June 20, 1905.

The indurated clay talus has been nearly completed. The effect of the dam materially improved the direction of the current through the Galops rapids, such as was previously contemplated.

The remaining part of the work to be done on the dam will be completed before the close of the season.

GALOPS RAPID IMPROVEMENT.

This work has been under contract with the Gilbert Bros., Engineering Company, Limited, since September 15, 1897.

During the past season the work performed is as follows :—

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Island shoal dredging.—The work of lowering the grade on Island shoal, within the 200 feet channel, was continued until November 15, 1904, when the dredge had to be placed under repairs. Up to this date, 87 per cent of the area of this shoal had been dredged.

This work was resumed on May 8, 1905, and discontinued on June 8, when the dredge was moved to the vicinity of the obstruction discovered in the nine-foot channel, now in use by boats through the rapids.

On June 30 there only remained 4 per cent of the area of this shoal to be dredged, and the 'bank' accumulated ahead of the dredge to be removed.

Though the total area of this shoal was but 101,600 square feet, the dredge covered a total area of 58,700 square feet, making in all an area of 201,500 square feet, covered by the dredge during the operations on this shoal. This was due, in part, to its being necessary to allow the bank ahead of the dredge to extend northward in order to protect the drill boat working in the pitch on lower bar.

Obstruction in 9-foot channel.—The dredge was taken from Island shoal on June 8, 1905, to sweep the 9-foot channel in the vicinity of an obstruction or shoal where boats drawing 8 feet of water had reported striking when the gauge showed 10 feet in this channel.

The shoal was systematically swept to a point well eastward of where boats reported striking and from south to north until such shallow water was found that it was impracticable to work the dredge any longer. The sweeping revealed a ledge of rock in situ over which there is, in places, only 9 feet of water.

Several attempts to place a buoy proved unsuccessful. The velocity of the current at this point is $10\frac{1}{2}$ miles per hour.

Ranges were erected on the canal bank for the guidance of vessels.

Lower bar.—Drilling and blasting operations, north of existing channel through lower bar, which were commenced on June 11, 1904, were continued throughout the season, the work closing down for the season on December 3, 1904. This work was resumed on June 1, 1905, and completed on June 29, 1905.

It was first contemplated that this part of the channel be widened to the extent of 300 feet in width, but, owing to the amount of money available, we are now restricted to a width of 248 feet. Consequently on November 22, 1904, all the work 148 feet north of the centre line was abandoned.

Some soundings taken below the drilled area on lower bar extension, show that no deposit has accumulated.

The area containing the high places on 'Kennedy Rock,' which was drilled and blasted in November, 1901, was swept by the dredge on June 28 and 29, 1905, and the required depth of water found.

A high area on north shoal, between the 9 and 14 foot channels, was removed on June 29 and 30, 1905.

RIVER REACHES.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal was accomplished during the past season.

A contract was entered into with the W. J. Poupore Co., Limited, in October, 1904, and signed on November 26, 1904, for the removal of five shoals, above lock 21 of the Cornwall canal, viz.:—

Wagner's island shoal.

Dawson's point.

Archibald's point.

Markell's point.

Maxwell's point.

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The dredging operations for this work were commenced on October 18, 1904, and closed down for the winter season on December 10, 1904, resumed on April 17, 1905, and completed on June 15, 1905.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, instead of flowing in the direction of the Long Sault, it has taken a direct course towards the entrance of the canal, which is a great benefit to navigation.

On Maxwell's shoal where a very strong current existed, a more uniform and moderate current has been obtained.

The material improvement having been realized, it was decided to do away with the removal of the whole of Wagner's island shoal, which turned out to be solid rock, the projecting point of it 56 feet in width only, was removed, thereby saving an extra outlay of about \$15,000.

There is now a clear width of channel of over 400 feet outside of this shoal for vessels to navigate through.

Immediately after the completion of this work, buoys marking the new channel were placed by the Department of Marine and Fisheries, and the new channel was at once brought into use.

The final estimate for this work was returned on June 30, 1905, and plans, diagrams and calculations are nearing completion.

I have the honour to be, sir,

Your obedient servant,

L. N. RHEAUME,

Engineer in Charge.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT OF OPERATION.

CORNWALL, Ont., June 30, 1905.

SIR,—I have the honour to submit herewith the annual report on the operation and maintenance of the St. Lawrence canals for the year ending June 30, 1905.

THE CORNWALL CANAL.

The Cornwall canal was closed to navigation on December 10, 1904, and opened again on May 1, 1905; and was operated during the season without serious accident, and without interruption.

The heavy slide in the high north bank, west of lock 21, was filled up, and the back ditch deepened so as to reach into the stratum of a hard-pan found there. This deepening of the ditch has made it able to carry off all the surface water so successfully that there was no slide of the high bank, as there has been every year previously since it was built.

Ditches were also completed across canal lands just south Mille Roches bridge, and along the south side, west of the guard gates, a distance of over 2,000 feet, in all.

The towpath from lock 20 to the Cornwall bridge was repaired. It is a difficult matter to keep this part of the south bank in anything like good shape as it is used

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for a public road by the whole community. Unless the practise can be stopped it will be advisable to make a towpath fit for carrying heavy loads in wagons.

The usual repairs were made to the rip-rap all the way along the canal; and a very fine piece of work, with a heavier face stone than has been customary, was put in along the south bank from Cornwall bridge to weir at lock 17, a distance of about 1,900 feet. The trench for the toe was excavated, and the stone laid, up to the water level, during the time that the water was out of the canal in the spring. Afterwards the remaining height was brought up, for nearly the full distance. It will be finished in the course of a couple of weeks.

The floor of the bridge across the weir at Mille Roches was relaid, using 2-inch pine plank for a bottom course, topped with 2-inch oak planking laid crossways.

Many of the telephone poles had become so rotten that repairs were greatly needed. This work was started by renewing the pole line from the Cornwall bridge to half way between locks 15 and 17, where a cable was run across to the canal office. Work on this renewing of the pole line is continuing.

Owners of side wheel steamers have been complaining for a long time that the walls of the locks are not high enough to prevent their vessels from riding over the masonry and damaging their paddles. To seek a remedy for this condition of affairs, at a small cost, trial 'buffer' posts were put in at the upper end of locks 15 and 18. Those at lock 18 worked admirably, and similar posts will be placed all along, where required by the lowness of the lock walls.

In order to get a driveway to the new workshops a pontoon was built of old gate timber, and it serves the purpose very well, when laid across old lock 17.

Electrically-driven winches for hauling vessels through the locks were installed during the year, and as they required a covering, the watch houses at the different locks were made suitable for this purpose, without destroying their usefulness as a shelter for the lockmen; and moved to the proper position. The winter gave time for the building of only three, so that one remains to be built yet.

During the winter there was also built a house-boat for the use of the repair staff. They are now comfortably housed.

All the usual painting and cleaning was done along the whole line of canal.

Contracts were entered into during the year as follows:—No. 15,408, with Mr. M. P. Davis, to instal electrically-driven winches for hauling vessels through the locks. Somewhat extensive experiments were made, under Mr. Davis, before any particular design was adopted and what was considered best, used. But the main object of their use is the greater safety of canal structures, they necessarily make a lockage slower in time than when a vessel enters and leaves the lock under her own power. This delay has caused considerable complaint on the part of the vessel owners and masters. As the lockmen and vesselmen are becoming more familiar with its working they are more reconciled to its use and are making better use of it, and so the purpose intended is better served.

The canal is now equipped on all its locks, bridges and weirs, except the Mille Roches weir, with electrically-driven operating machinery.

No. 15,675, with Messrs. Driscoll & Fitzpatrick, for the erection of an office building. The work was energetically pushed to completion, and the building has been occupied since the first of March of this year.

No. 15,591, with Mr. J. C. Johnstone, for the erection of a workshop.

No. 15,607, with Smart-Turner Machine Co., for a travelling crane.

No. 15,800, with the Railway Spring and Supply Co., for the necessary machinery to equip the shops. These contracts have all been completed, and the canal staff are not at work setting up the machines.

It is intended that the shop work for all the canals of this district shall be done here, and that with an increase of only one man to the staff, so that a considerable saving in cost of work should result.

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No. 15,600, with Messrs. W. H. C. Mussen & Co., for a stone crushing and handling and concrete mixing and handling plant, erected on a scow supplied by the department. This contract has also been completed and the department is in possession of one of the most complete plants in Canada. Its use will enable the repair staff to put in concrete work for about one-quarter of the former cost for labour.

THE WILLIAMSBURG CANALS.

These were closed December 10, 1904, and reopened May 1, 1905.

They were operated during the season without interruption to navigation.

The banks were kept trim and neat by having the weeds and grass cut.

Extensive painting to all the lock and bridge structures and dwelling houses was carried on at Cardinal, Iroquois and Farran's Point.

One dwelling house at Cardinal and three at Iroquois were repaired, and are now occupied by lockmen, who no longer receive the house-rent allowance. All these were old houses, so that repairing them entailed considerable work.

There now remains to be repaired only one house, at Cardinal, of the lot that came into possession of the government in connection with the work of enlargement of the Galops canal.

A lumber shed was built at the canal yard at Morrisburg, and the walls of a cement oil-house. When these are finished it will complete all the buildings required for the Williamsburg canals.

The wire fence along the canal side of the north bank of the Galops canal was completed.

The approaches to the swing bridge at Cardinal were repaired by filling in between the rails with oak plank, and outside of them with gravel, and a flooring was put on the bridge across the back ditch near the Iroquois wharf.

The leak in the south bank of the Galops canal, just west of the lock wing at Iroquois, developed into rather considerable proportions this spring and a length of about 20 feet of the bank had to be dug out for its full width and re-made. The work appears yet as if it would prove a satisfactory job.

Another very serious leak appeared in this same bank and only a very few feet east of the one just referred to. It developed, however, that this was from the town water-service pipe. When the pipe was uncovered it showed improper caulking. Work at this point is still in progress; but it is feared that similar faulty work may exist at other points on this pipe line, and as it comes under the lock it may be a very serious matter.

With the object of providing the water-power supply formerly given the municipality of Iroquois, a flume leading to their power-house was built, as part of the construction of the canal, at the north side of the weir. In January of this year the soft bottom of this flume gave way and the water found its way out under the north retaining wall and around the side of the power-house into the tail-race. The water was shut off and a concrete bottom put in the flume.

At the lower end of the Galops canal the back ditches are necessarily rather deep and the earth sides had to be retained and protected by stone work. These stone walls have been too light and too steep, and have fallen away for a distance of several hundred feet. The worst spot, for a distance of about 160 feet, was replaced by a heavier wall of larger stone laid with a greater batter, and finished on top with a railing of gas pipe.

Considerable trimming was done to a portion of the south bank of the old canal at the village of Cardinal, and a large number of trees planted.

The following contracts were entered into during the year:—

No. 15,709, with Mr. John O'Leary, to repair the leak in the south bank of the Galops canal at the junction of the Iroquois and Cardinal sections. Work was not begun until this season, but is now progressing at a satisfactory rate.

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No. 15,768, with the John Inglis Engine Co., for a steel gate lifter. Considerable delay was caused by their inability to obtain delivery of the steel plate in time. It was expected that the work would be completed by May 1; but it will be the middle of August before the gate lifter will be ready.

No. 15,536, with the Acetylene Construction Co., for lighting the Farran's Point canal by acetylene was completed and the plant is working satisfactorily. It is of the non-automatic generating system, consisting of a generator with a capacity of 200 pounds per hour, whence the gas passes through a water scrubber filter and fire-screen into the storage tank; from there through a fire-screen, filter, dryer and metre into the mains.

The old disused lockman's house was converted into a gas house, by taking off the roof and raising the sides to a sufficient height to contain the gas holder of 2,000 cubic feet capacity. This holder is 16 feet diameter by 10 feet in height and is held within a water tank built of concrete, having a water seal of three inches on the side and one foot on top. A pipe line extends full length of the canal and along each side of the locks to the points of all the piers. It is of lapwelded iron pipe, with lead pipe for all the sub-aqueous work. Drip pots and expansion joints are situated at suitable distances throughout its length.

Iron lamp posts are placed at about 160 feet apart and have 2 $\frac{3}{4}$ -foot burners in each, with lamp bases, globes and canopies of a special design.

The light is well distributed at a proper height; and altogether the plant is considered by experts to be a model one. The contractors deserve special credit for the intelligent and painstaking manner in which they did their work.

THE MURRAY CANAL

This was closed December 8, 1904, and opened to navigation on April 18, 1905.

During the season navigation was uninterrupted.

The banks were cleaned of weeds, all slides filled and the ditches cleaned several times. A better grade was given the ditches, and cross drains of tile leading into the canal were put in at more frequent intervals.

The wooden parts of the bridge piers have now all been rebuilt. This year one end of the railway bridge, and both ends of the Smithfield bridge were finished. They should now be good for several years, as this is the first work that has been done on them since they were originally built.

The dry wing walls at the ends of the abutments on the south side of the Trenton and Brighton bridges was taken up and relaid.

One pier at the north-east end of the canal was rebuilt from about two feet below low water mark, with concrete.

The fencing of the canal which was done by contract, was completed, and is a piece of work very creditable to the contractor.

Appended are statements of fines and damages and water levels.

I have the honour to be, sir,

Your obedient servant,

W. A. STEWART,

Superintendent of Operation.

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

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STATEMENT of Fines and Damages in connection with the St. Lawrence Canals during the year ended June 30, 1905.

CORNWALL CANAL.

| Lock. | Date. | Name of Vessel. | Damage. | Fine. | Name of Owner. | Remarks. |
|-------|------------|----------------------|---------|---------|------------------------------|----------|
| | 1904. | | \$ cts. | \$ cts. | | |
| 15 | July 15... | Kate | 26 65 | ..... | G. Lomer Co. | Paid. |
| 19 | Aug. 15... | Ostergotland | 15 00 | ..... | Gt. Lakes and St. Lawrence.. | " |
| 21 | " 18... | Corsican | 25 00 | ..... | R. & O. Co. | " |
| 21 | " 29... | John Sharples | 5 00 | 20 00 | Gt. Lakes and St. Lawrence.. | " |
| | 1905. | | | | | |
| 20 | May 9... | Advance | | 10 00 | Montreal Transportation Co.. | " |
| 19 | " 10... | A. D. Davidson | | 10 00 | Gt. Lakes and St. Lawrence.. | " |

WILLIAMSBURG CANALS.

| Lock. | Date. | Name of Vessel. | Damage. | Fine. | Name of Owner. | Remarks. |
|-------|------------|--------------------|---------|---------|-------------------------------|----------|
| | 1904. | | \$ cts. | \$ cts. | | |
| 24 | July 2... | S. N. Parent | 175 00 | ..... | Gt. Lakes and St. Lawrence.. | Paid. |
| 27 | Aug. 12... | Imperial | 70 00 | ..... | S. Oil Co. | " |
| | " 16... | Avon | 250 00 | 30 00 | Ogd. Coal and Tow | " |
| 28 | " 25... | Menominee | 10 00 | ..... | " ..... | " |
| 27 | " 25... | Cuba | 20 00 | ..... | Merchants Line | " |
| 28 | " 29... | J. Sharples | 130 00 | ..... | St. Lawrence and Gt. Lakes .. | " |
| 28 | Sept. 6... | Cardinal | 10 00 | ..... | Ed'g Starch Co. | " |
| | " 17... | Avon | | 50 00 | Ogd. Coal and Tow | " |
| | 1905. | | | | | |
| 28 | May 23... | J. Lambert | 60 00 | | Gt. Lakes and St. Lawrence.. | " |

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RECORD OF HIGHEST AND LOWEST LEVELS OF THE WATER ON THE ST. LAWRENCE CANALS FOR THE YEAR ENDING JUNE 30, 1905.

| MONTH. | CORNWALL CANAL. | | | | | | WILLIAMSBURG CANALS. | | | | | | | | | | | | MURRAY CANAL. | | | | | |
|--------|-----------------|--------------|-------|---------------|--------------|------|----------------------|--------------|----------|---------------|--------------|------|---------------|--------------|----------|---------------|---------------|--------------|---------------|--------------|------|------|------|------|
| | Lock 15. | | | Lock 21. | | | Lock 22. | | Lock 23. | | Lock 24. | | Lock 25. | | Lock 27. | | High- est. | Low- est. | High- est. | Low- est. | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | High- est. | Low- est. | | High- est. | Low- est. | | High- est. | Low- est. | | High- est. | Low- est. | | High- est. | Low- est. | | High- est. | Low- est. | | | | | | | |
| | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 1904. | 16 9 | 16 5 | 17 11 | 17 5 | 19 9 | 19 6 | 19 7 | 19 0 | 19 3 | 18 7 | 22 8 | 22 0 | 18 1 | 17 4 | 15 5 | 15 1 | 15 5 | 15 1 | 15 5 | 15 1 | 15 5 | 15 1 | 15 5 | 15 1 |
| | 16 7 | 16 3 | 18 0 | 16 5 | 19 5 | 18 9 | 19 6 | 18 9 | 19 3 | 18 5 | 22 6 | 21 6 | 18 1 | 17 3 | 15 2 | 14 8 | 15 2 | 14 8 | 15 2 | 14 8 | 15 2 | 14 8 | 15 2 | |
| | 16 7 | 16 0 | 17 5 | 17 0 | 19 1 | 18 5 | 19 2 | 18 2 | 18 6 | 17 6 | 21 9 | 21 0 | 17 8 | 16 9 | 15 0 | 14 0 | 14 5 | 14 0 | 14 5 | 14 0 | 14 5 | 14 0 | 14 5 | |
| | 16 4 | 15 9 | 17 4 | 16 3 | 18 9 | 17 5 | 18 9 | 17 1 | 18 6 | 17 2 | 21 9 | 19 6 | 17 6 | 16 0 | 14 5 | 14 0 | 14 5 | 14 0 | 14 5 | 14 0 | 14 5 | 14 0 | 14 5 | |
| | 16 0 | 15 2 | 16 9 | 15 9 | 18 7 | 17 3 | 18 4 | 17 3 | 18 0 | 16 5 | 21 3 | 19 5 | 17 6 | 16 0 | 14 0 | 13 3 | 14 0 | 13 3 | 14 0 | 13 3 | 14 0 | 13 3 | 14 0 | |
| | 26 6 | 15 0 | 16 3 | 14 4 | 17 9 | 16 1 | 18 1 | 14 5 | 17 2 | 13 1 | 20 3 | 15 4 | 16 5 | 15 0 | 13 3 | 13 0 | 13 3 | 13 0 | 13 3 | 13 0 | 13 3 | 13 0 | 13 3 | |
| 1905. | 24 5 | 19 7 | 15 7 | 12 0 | 20 7 | 15 8 | 21 9 | 15 1 | 16 5 | 14 0 | 19 0 | 16 2 | 15 9 | 13 9 | 13 3 | 13 0 | 13 3 | 13 0 | 13 3 | 13 0 | 13 3 | 13 0 | 13 3 | 13 0 |
| | 22 0 | 20 0 | 15 6 | 12 9 | 19 9 | 17 4 | 28 0 | 21 8 | 20 1 | 16 2 | 22 0 | 18 6 | 15 4 | 14 8 | 13 0 | 12 4 | 13 0 | 12 4 | 13 0 | 12 4 | 13 0 | 12 4 | 13 0 | |
| | 22 6 | 20 7 | 15 6 | 13 3 | 18 9 | 17 3 | 25 0 | 20 2 | 18 2 | 16 5 | 20 3 | 18 9 | 15 6 | 14 5 | 13 1 | 12 0 | 13 1 | 12 0 | 13 1 | 12 0 | 13 1 | 12 0 | 13 1 | |
| | 25 0 | 15 2 | 16 8 | 15 7 | 19 0 | 17 0 | 19 2 | 16 5 | 17 3 | 15 5 | 20 6 | 18 6 | 16 7 | 15 0 | 13 6 | 13 2 | 13 6 | 13 2 | 13 6 | 13 2 | 13 6 | 13 2 | 13 6 | |
| | 15 8 | 15 4 | 16 7 | 15 8 | 18 2 | 17 5 | 17 9 | 16 0 | 17 3 | 16 5 | 20 4 | 19 5 | 16 7 | 15 8 | 13 9 | 13 2 | 13 9 | 13 2 | 13 9 | 13 2 | 13 9 | 13 2 | 13 9 | |
| | 16 1 | 15 5 | 17 0 | 16 0 | 18 8 | 17 8 | 18 5 | 17 4 | 17 9 | 16 8 | 21 2 | 20 0 | 17 0 | 16 0 | 14 2 | 13 7 | 14 2 | 13 7 | 14 2 | 13 7 | 14 2 | 13 7 | 14 2 | |

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HARBOUR IMPROVEMENTS.

PORT COLBORNE, Ont.

August 3, 1905

SIR,—I have the honour to submit my annual report on the progress of the works for the improvement of the Port Colborne entrance, Welland canal, for the year ended June 30, 1905.

The contractors for this work are Messrs. Hogan and MacDonell. The condition of the works at date may be described as follows:—North of the lighthouse on the end of the west pier, the work of improving the entrance channel and canal basin are well advanced towards completion. About 90 per cent of the rock excavation along the west pier is drilled and blasted and 50 per cent of it dredged. In the canal basin the excavation is finished except cleaning up the bottom, and the docking along the sides is completed except about 400 lineal feet of concrete superstructure on top of the cribs. South of the lighthouse on the end of the west pier, the deepening of the approach from the lake to the canal is 22 feet, which necessitates the removal of about 220,000 cubic yards of material, is progressing satisfactorily. The material removed is chiefly rock, of which 70 per cent has been dredged, 60 per cent of the balance is drilled and blasted. The cribwork and concrete superstructure forming the two elevator docks are completed, with the exception of an opening 65 feet long, temporarily left open in dock No. 1 to admit scow loads of filling entering. There are yet about 30,000 cubic yards of filling to deposit in dock No. 1. On completion of the elevator foundations in dock No. 2, about 44,000 cubic yards of filling will be required to finish the dock.

The total value of work done and materials delivered up to June 30, 1905, is \$955,589.19.

ELEVATOR FOUNDATIONS.

The contract for the construction of the foundations for a 2,000,000 bushel grain elevator was let to Messrs. Larkin & Sangster, May 13, 1905. The elevator is located on dock No. 2 and work on the foundations is now in progress. The ground plan of the building is 170 feet by 212 feet. In addition to the side walls of the dock, the foundation consists of 192 concrete piers resting on the solid rock bottom. At date, 40 piers have been built.

NEW DOCKING ALONG WEST PIER.

In my last annual report, I alluded to the necessity of rebuilding the present west pier, which is in an advanced stage of decay. Since then, plans for executing the work to a depth of 22 feet at low water were prepared and tenders invited for the work, and last June Mr. M. J. Hogan was notified that he had been awarded the work.

The work is now in progress. Over half a million feet b.m. of 12" x 12" timber for cribwork has been delivered, and the contractor has a small well organized force of carpenters building cribs, several of which have been launched.

I have the honour to be, sir,

Your obedient servant,

ALEX. J. GRANT,

Engineer in Charge.

M. J. BUTLER, Esq.,
Chief Engineer, Railways and Canals,
Ottawa, Ont.

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WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

ST. CATHARINES, Ont., August 2, 1905.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending June 30, 1905.

The canal was closed December 17, 1904, and opened for navigation April 24, 1905.

Two serious accidents occurred during the year: On October 7, 1904, the steamer *Hiawatha*, bound up, carried away the upper gates of lock No. 1, causing a delay to navigation of 21 hours. The damage was repaired at a cost of \$1,023.56, which was paid by the steamer.

On May 17, 1905, the steamer *Cuba*, bound up, carried away three gates in lock No. 21, causing a delay to navigation of 24 hours. The rush of water caused the other levels to overflow, injuring the banks somewhat and also doing serious damage to the Grand Trunk Railway tracks in the tunnel under the canal, through which the water found an outlet. The steamer deposited with the canal collector \$4,500 in cash, which was the estimated cost of the damage.

The various improvements designed to facilitate navigation through the canal have been carried on satisfactorily during the year.

Messrs. Magann & Phinn, under contract for deepening portions of the summit level between Port Colborne and Thorold, have almost completed their contract.

Messrs. Weddell, Battle & Manley, under contract to deepening the rock cut between Humberstone and Ramey's Bend, have completed their contract.

It is very satisfactory to me to be able to report that both these contracts, which had to be carried on without interfering with navigation, have been completed without a single complaint having been made by any vessel.

During the year four of the old centre pier bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

At Allanburg the new bridge takes the place of the two bridges formerly in use, one across the new canal and one across the old canal.

At Marlatt's crossing the old bridge has been replaced by one of our standard long span bridges.

The substructures of both these bridges were built under contract by Mr. Joseph Battle, and the superstructures by the Dominion Bridge Company.

The old Grand Trunk Railway bridge across the canal between locks 24 and 25 has been replaced by an imposing structure of long span built by the Canadian Bridge Company at Walkerville, the substructure having been built during the winter by Mr. Joseph Battle. This bridge is now operated by electricity and is a great improvement over the old structure, which was a menace to navigation.

Messrs. Rowan & Elliott, under contract, built the substructure of the Niagara street bridge during the winter, and the superstructure was built and erected by the Hamilton Bridge Works Company.

The water was drawn off the new canal between Thorold and Port Dalhousie during the winter, and Mr. Joseph Battle, under contract, renewed the foundation of locks 12, 15 and 16. The entire timber floor, including the mitre sills, of these locks was removed on account of having been undermined, as mentioned in my last report, and a solid concrete floor put in its place. The work was carried on with energy and completed in time for the opening of navigation.

Drawing the water off the new canal caused serious injury to the banks and considerable damage was done to them last winter, the rip-rap protection and a portion of the clay bank sliding into the canal. Instead of repairing these slides in the usual

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way, I have been putting in a cheap form of pile protection, which I consider will stop any future sliding and will keep the face of the banks firm in their proper position. Some short stretches put in experimentally last year were very satisfactory.

During the spring the floor and breast wall at the head of lock No. 1 were lowered by the canal staff and a portion of the foot of lock No. 2 flooring was also lowered, thus allowing of 14-foot navigation without the use of the dividing wall between the new and old canals.

Satisfactory progress has been made in changing the valves and hanging gear on the new canal lock gates.

Progress on the installation of an electric light and power plant on the canal has been very slow, but the work is now advancing rapidly and the canal should be lighted from Port Dalhousie to Thorold some time in August.

A distribution station has been built above lock No. 24, at Thorold. This building is made of concrete, with a steel roof. It was built by the canal staff, the roof being supplied by the Hamilton Bridge Works Company.

OLD CANAL.

The water was not drawn off the canal last spring, a fact much appreciated by the power users along the canal.

A new supply weir has been built at Allanburg, under contract, by Mr. Thomas Riley, which will keep up the supply at periods of low water and will enable the old weir to be unwatered for repairs.

GENERAL.

The water in Lakes Erie and Ontario has kept well above normal during most of the year and vessels have had no trouble on account of low water.

The following employees have been superannuated during the year: C. B. Hare and Richard Higgins.

Ed. McLaughlin, a superannuated employee, died on December 13, 1904.

Attached is a statement of moneys collected for damages caused to canal property by different vessels, also a statement showing the highest and lowest record depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,
Superintending Engineer.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

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WELLAND CANAL.

STATEMENT of Damages to Welland Canal property during the fiscal year ending June 30, 1905, and the amount paid on account of said damages.

| Date of Damage. | Name of Vessel. | Amount of Damage. | Amount Paid. | Date Paid. | Where Paid. |
|-----------------|----------------------------------|-------------------|--------------|------------|-----------------|
| 1904. | | \$ cts. | \$ cts. | 1904. | |
| July 24... | Steamer <i>Neepawa</i> | 667 68 | 667 68 | July 25... | Port Dalhousie. |
| " 26... | " <i>Meriden</i> | 189 28 | 189 28 | Nov. 12... | " |
| Oct. 9... | " <i>Hiawatha</i> | 1,023 56 | 1,023 56 | July 26... | " |
| " 18... | " <i>H. G. Dalton</i> | 19 88 | 19 88 | Oct. 9... | " |
| 1905. | | | | 1905. | |
| May 17... | " <i>Cuba</i> | | 2,000 00 | May 22... | Port Colborne. |
| | | | 2,500 00 | " 19... | St. Catharines. |
| June 1... | Steam Barge <i>Bayview</i> | 25 00 | 25 00 | June 1... | Port Dalhousie. |

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending June 30, 1905.

| MONTHS. | LOWER SILL. | | | | MONTHS. | LOWER SILL. | | | |
|----------------|-------------|-----|---------|-----|---------------|-------------|-----|---------|-----|
| | Highest. | | Lowest. | | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | 1905. | Ft. | In. | Ft. | In. |
| July..... | 18 | 1 | 17 | 9 | January..... | 15 | 11 | 14 | 11 |
| August..... | 17 | 9 | 17 | 5 | February..... | 15 | 7 | 14 | 1 |
| September..... | 17 | 6 | 16 | 10 | March..... | 15 | 3 | 14 | 11 |
| October..... | 17 | 0 | 15 | 11 | April..... | 16 | 0 | 14 | 2 |
| November..... | 16 | 8 | 15 | 10 | May..... | 16 | 4 | 16 | 0 |
| December..... | 16 | 0 | 15 | 6 | June..... | 16 | 11 | 16 | 2 |

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, Lock No. 27, New Welland Canal, Port Dalhousie, for the fiscal year ending June 30, 1905.

| MONTHS. | UPPER SILL. | | | | MONTHS. | UPPER SILL. | | | |
|---------------------|-------------|-----|---------|-----|--------------------|-------------|-----|---------|-----|
| | Highest. | | Lowest. | | | Highest. | | Lowest. | |
| 1904. | Ft. | In. | Ft. | In. | 1905. | Ft. | In. | Ft. | In. |
| July. | 16 | 2 | 15 | 4 | January | 14 | 11 | 13 | 0 |
| August | 17 | 4 | 14 | 11 | February | 14 | 1 | 12 | 11 |
| September | 16 | 1 | 14 | 9 | March. | 14 | 0 | 12 | 9 |
| October. | 16 | 0 | 14 | 5 | April. | 14 | 11 | 13 | 4 |
| November. | 15 | 9 | 14 | 0 | May. | 15 | 4 | 14 | 2 |
| December. | 17 | 7 | 13 | 4 | June | 15 | 8 | 14 | 11 |

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ENGINEER'S OFFICE.

SAULT STE. MARIE, July 31, 1905.

SIR,—I beg leave to submit my annual report upon the improvements in progress of construction to the entrances of the Sault Ste. Marie canal.

EXTENSION TO THE SOUTH PIER.

A contract for building an extension to the south pier at the upper entrance was entered into November 25, 1904, with Messrs. O'Boyle Bros. The contract embraces the construction of a substructure of cribwork to extreme low water mark, and a concrete rear and front wall with a stone core, to the same level as the old pier in existence, or seven feet nine inches above extreme low water, as determined at the time of the construction of the canal. The length of the new extension is to be 800 feet and the width 24 feet on top. The work of construction on this contract was started upon the opening of navigation, when the first shipment of timber was received. Up to the present date good progress has been made, the contractor having five cribs in place filled with stone, two cribs framed and ready for sinking; making in all 575 feet of cribwork. Upon an examination of the existing condition of the bottom of the river at the western extremity of the proposed extension, it was decided that it would be necessary to dredge out the soft material met with to a depth of 6 feet below the required depth of the channel and to provide a foundation for the cribwork by filling in with stone. The dredging was performed by the contractor for dredging and an agreement was entered into with Messrs. O'Boyle Bros. to provide stone filling, which work has been performed.

DREDGING UPPER ENTRANCE.

The contract for the most westerly section of this work was let to Messrs. John Hickler and Henry Hickler, November 17, 1903, and was completed and accepted October 28, 1904.

The contract embraced the removing of six shoals containing 44,255 cubic yards and the removal of all boulders to a depth of 21 feet 5 inches below the extreme low water mark and lying within the limits laid down for the deepening and widening of the channel way.

A contract for a section of the work from the east end of the entrance piers extending westerly one and one-tenth miles, was let to Mr. C. I. Boone May 3, 1905, and embraces the deepening and widening in the vicinity of the entrance piers, the deepening between the piers, the deepening and widening of the shoals close to the canal beacon and the removal of all boulders to a depth of 21 feet 5 inches below extreme low water mark lying within the limits laid down for the deepening and widening of the channel way. Work was started on this contract November 11, 1904, and was closed down for the winter on December 6, 1904. Work was resumed April 13, 1905. The progress of the work has been slow owing to the hard material met with and to the delay of the contractor in getting sufficient plant engaged necessary to complete the work in the time specified.

The completion of this work at an early date is most essential, as from its location it obstructs navigation more than at any other part of the channel, and during its progress will show a decrease in tonnage passing through the locks. The temporary reduction in the width of the channel way makes it dangerous for the larger boats to use it.

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EXTENSION TO SOUTH PIER—LOWER ENTRANCE.

A contract for building an extension to the south pier at the lower entrance was entered into February 22, 1904, with William Birmingham. The contract embraces the construction of a substructure of cribwork 800 feet in length and 25 feet in width to within six inches of extreme low water mark, and a concrete rear and front wall with stone core to the elevation of the coping at the lower level of the lock.

During the season of 1904 the cribwork was framed, put in place and filled with stone. The floor for the concrete superstructure was partly put down and completed early in the spring of 1905. Work on the concrete superstructure was started May 17, 1905, and was continuous until completed, July 28, 1905. The proportion of concrete wall under water was much increased owing to the exceptional high water during the past two seasons. The remaining work to be done to complete the contract consists of filling in with stone between the concrete walls and putting in the broken stone and gravel top dressing. Some finishing work is also required to the rear concrete wall. It is expected this work will be completed by the end of August. Owing to the late opening of navigation and the difficulty of getting a shipment of timber, caused also by the shipmasters' strike, the contractor was delayed in getting the substructure of cribwork completed in time to enable him to proceed with the concrete superstructure during the season of 1904. It was also considered much to the advantage of the work to provide for any settlement that might occur during the winter months, as the contractor was unwilling to start the concrete on account of being unable to complete it before the frost set in. From these causes the contractor was unable to complete his contract in the specified time. Upon an application he secured an extension to August 31, 1905, which will permit of ample time to complete the work.

An agreement was entered into with the contractor to provide a rock bank protection at the rear of the cribwork, which work has been satisfactorily performed.

IMPROVEMENTS AT THE UPPER ENTRANCE.

In the improvement work outlined for the channeling at the upper entrance, the middle section, which runs through the Vidal shoal remains to be let. On the completion of this work a channel way 500 feet in width, with a depth at extreme low water mark of 21 feet 5 inches, will have been secured. This will provide safer and better facilities for the ever increasing traffic of the canal.

The extension of the south entrance pier now in course of construction will secure additional accommodation for boats delayed by fogs and storm during the season, besides it forms a protection from the existing cross-current which has in the past been the means of grounding several boats on the bank. The reconstruction of the superstructure of the old piers with concrete similar to the plan adopted in the new extension would be permanent and greatly improve the appearance of the entrances. The present piers are constantly requiring repairs and in a few years will have to be rebuilt.

IMPROVEMENTS AT THE LOWER ENTRANCE.

With the completion of the deepening and widening of the channel way in 1902 at the lower entrance a width of channel 315 feet with a depth of 21 feet 5 inches below low water at the time of the construction of the lock was secured. This width of the channel could be materially increased at a small cost, and would provide a safer and better channel way, by dredging out the elbow or curve from the end of the new pier extension to deep water to a line parallel with the centre ranges now in use. The material excavated from this source being dumped behind the new pier extension would provide additional protection to the structure. With the completion of the

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extension to the south pier better accommodation will be provided for boats waiting for lockage and in remaining in port during fogs and storms.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,
Engineer in Charge.

M. J. BUTLER, Esq.,
Chief Engineer and Deputy Minister,
Ottawa.

SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE,

July 31, 1905.

SIR,—I submit herewith the annual report on the operation and maintenance of this canal for the fiscal year ending June 30, 1905.

The canal was not closed for the season until December 26 (owing to the non-return of the tugs out searching for two lighthouse keepers from Caribou island) having been in operation 241 days, and was reopened for traffic on April 10, being twenty days earlier than in the previous season.

During the fiscal year just closed there were made 3,659 lockages passing through 4,786 registered craft and 274 unregistered vessels and scows, with a total tonnage of 5,878,459 tons, with an average time of 16:583 minutes to each lockage; of this total tonnage 1,753,146 tons was of Canadian vessels, being an increase in this class of tonnage of 335,079 tons.

The extension of the south entrance pier at the lower end of the canal is about completed and when finally done will add greatly to the appearance and general utility of the canal, and the superstructure of the remaining part of that pier should be replaced with concrete so as to harmonize with the new work.

In the early part of the season this spring the tonnage increased very rapidly, but the dredge working in the upper channel soon narrowed down the channel way available for boats and the tonnage fell away very quickly. A couple of vessels struck the bank thrown up by the dredge and did considerable damage to themselves and so helped to make the channel a bad name. The work in the first part of the season was not pushed as fast as it should have been, thus retarding the completion of the work. The extension of the south pier at the upper entrance is being pushed along and the amount now done shows that when completed it will have the desired effect of in a great part of cutting off the strong cross current that now sets across the channel for which purpose the pier is being built.

The daily exchange of vessel reports with the American canal has been carried on as in former years, thus keeping intact the immense volume of the Lake Superior traffic.

We are, as in former years much indebted to Mr. Joseph Ripley, general superintendent of the American canal, for many courtesies shown to us.

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The following table gives the traffic passing through the two canals at this point during the season of navigation for the years mentioned.

| Year | Number of Vessels passed. | Registered Tonnage of Vessels. | Total Freight Tonnage. | Cost of Carrying per mile. Ton. | Estimated Value of Freight carried. | Percentage of Freight carried in Canadian Vessels. | Number of Passengers. |
|-----------|---------------------------|--------------------------------|------------------------|---------------------------------|-------------------------------------|----------------------------------------------------|-----------------------|
| 1855..... | 193 | 106,296 | 14,503 | ..... | ..... | ..... | 4,270 |
| 1860..... | 916 | 403,657 | 153,721 | ..... | ..... | ..... | 9,230 |
| 1865..... | 997 | 409,062 | 181,638 | ..... | ..... | ..... | 19,777 |
| 1870..... | 1,828 | 690,826 | 539,883 | ..... | ..... | ..... | 17,153 |
| 1875..... | 2,023 | 1,269,534 | 833,465 | ..... | ..... | ..... | 19,685 |
| 1880..... | 3,503 | 1,734,890 | 1,321,906 | ..... | ..... | ..... | 25,766 |
| 1885..... | 5,380 | 3,035,987 | 3,256,628 | ..... | ..... | ..... | 36,147 |
| 1890..... | 10,557 | 8,454,435 | 9,041,213 | 1.3 | 102,214,948 | 3.5 | 24,856 |
| 1891..... | 10,191 | 8,400,685 | 8,888,759 | 1.35 | 128,178,208 | 4.0 | 26,190 |
| 1892..... | 12,580 | 10,647,203 | 11,214,333 | 1.31 | 135,117,267 | 3.8 | 25,896 |
| 1893..... | 12,008 | 8,949,754 | 10,796,572 | 1.1 | 145,436,957 | 4.1 | 18,869 |
| 1894..... | 14,491 | 13,110,366 | 13,195,860 | .99 | 143,114,503 | 3.5 | 27,236 |
| 1895..... | 17,956 | 16,806,781 | 15,062,580 | 1.14 | 159,575,129 | 3.75 | 31,656 |
| 1896..... | 18,615 | 17,249,418 | 16,239,071 | 1. | 195,146,842 | 3. | 37,066 |
| 1897..... | 17,171 | 17,619,933 | 18,982,755 | .83 | 218,235,927 | 3. | 40,213 |
| 1898..... | 17,761 | 18,622,764 | 21,234,634 | .79 | 233,069,739 | 2.2 | 43,426 |
| 1899..... | 20,255 | 21,958,347 | 25,255,810 | 1.5 | 281,364,750 | 3.1 | 49,082 |
| 1900..... | 19,452 | 22,315,834 | 25,643,073 | 1.18 | 267,011,959 | 3. | 58,555 |
| 1901..... | 20,041 | 24,626,976 | 28,403,065 | .99 | 289,906,865 | 4.4 | 59,663 |
| 1902..... | 22,659 | 31,955,582 | 35,961,146 | .89 | 358,306,300 | 4. | 59,377 |
| 1903..... | 18,596 | 27,736,444 | 34,674,437 | .92 | 349,405,014 | 6. | 55,175 |
| 1904..... | 16,120 | 24,364,138 | 31,546,106 | .81 | 334,502,686 | 6. | 37,695 |

During the season of 1904 the traffic through this canal was 16 per cent of the freight carried and 43 per cent of the passengers, being 5,028,190 tons of freight and 16,089 passengers, compared with the season of 1903 there was a decrease of 473,995 tons, or 9 per cent, a decrease of 15,930 passengers, or about 50 per cent.

The necessity of a small building for the use of the lockmen is more and more apparent. The appropriation for the erection of one not being large enough to cover the cost as tendered for, was allowed to lapse.

The small harbour crew kept on hand at general work have been engaged in leveling up the ground when not otherwise employed, and their work is now beginning to show and a small annual grant should be made for that purpose so that the grounds could be got into shape so as to be fitted up in comparison with those on the American canal, which are a delight to the eye and not a mass of rough rock and grounds as ours now are.

The buildings have been kept in thorough repair and well painted.

The efficiency of the machinery has been maintained.

Cement sidewalks along at least the sides of the lock, if not elsewhere, should be built so as to add to the beauty of the grounds.

Owing to the piers being used in a great measure by several contractors at work on the channels, no repair work has been done on them so far this season.

No damage has been done to the gates or piers by vessels using the canal.

I have the honour to be, sir,

Your obedient servant,

J. C. BOYD,
Superintendent.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

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PETERBORO', August 29, 1905.

SIR,—In compliance with your instructions dated July, 1905, to report on the work of construction on the Trent canal, for the fiscal year ending June 30, 1905, I beg to report as follows:—

The only work of construction at present under way is the completion of section No. 3, and the extra work in connection with section No. 2, Simcoe-Balsam lake division, ordered to be done namely the construction of a road and bridge along the fourth concession of Eldon and the construction of the steel work of the hydraulic lock at Kirkfield.

Section No. 3, Simcoe-Balsam Lake.—The contract for this section was awarded to Messrs. Brown & Aylmer on September 6, 1900. The work on this contract consists of constructing five concrete locks, three dams, three swing bridges, the necessary excavation, dredging, protection lining, culverts, &c. The work is well advanced. All the concrete work with the exception of the closures in the No. 1, 2 and 3 dams and a few other small jobs is completed. There is yet considerable excavation, both dry and dredging, to be done, also a considerable length of protection lining to lay, but by the end of this season or the middle of next season all the work should be completed.

Section No. 2, Simcoe-Balsam Lake.—All the work on this section is completed with the exception of the extra work in connection with the raising of a road along the fourth concession of the township of Eldon. The concrete of the high level bridge is completed and the work of raising the road is well advanced and will be completed this season.

Steel Work, Hydraulic Lock.—The contract for the steel work in connection with the construction of the hydraulic lock, on section No. 2, north of Kirkfield, was awarded to the Dominion Bridge Company, of Montreal, on February 15, 1905. The work on this contract is proceeding favourably. The ram and press sections have been cast and the structural work is well under way. The contractors have part of the erection plant on the ground and erected. Judging from the energy shown in the prosecution of this work it will be completed in the time specified in the contract.

I have the honour to be, sir,

Your obedient servant,

RICHARD B. ROGERS, *M. Inst. C.E.*,

Superintending Engineer.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SUPERINTENDENT'S OFFICE,

PETERBORO', August 28, 1905.

SIR,—I have the honour to submit herewith my report on the maintenance and operation of the Trent canal from May 2, 1905, to the closing of the fiscal year ending June 30, 1905, which period was the portion of the year when the above duties were under my charge.

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Navigation opened on April 28, 1905. The depth of water maintained at the various levels since the opening of navigation was excellent, no trouble or delay on account of low water for navigation having occurred anywhere and the lumbermen, although bringing out larger drives than usual, have passed through in much shorter time, and the different power plants on the rivers have in no way made any complaints, but on the contrary have expressed their greatest satisfaction.

On account of the holding back of the water in the reservoir lakes, the spring freshet this year has not done nearly as much damage as usual at the part of the canal below Peterboro'. At one of these lakes (Stony lake) where there are numerous island cottages, the owners have complained of their small temporary wharfs being partly submerged on this account, but the cost to which they have been put has been merely trifling and this slight cost will make these wharfs suitable for all future use. Hence all the requirements of an industrial nature have been more than satisfactorily served by the holding back of the water and in this way making our lakes into reservoirs.

Further, if the Dominion government had control of the many back lakes now controlled by the Ontario government and which feed into the Trent canal and used them also as reservoirs, it seems clear that there would be ample water for all purposes of navigation, lumbering and power along the canal when completed.

The following repairs were made:—

PETERBORO'.

The lowering of the lock sills at Peterboro' lock below Little lake has been completed. Two dump scows were also completed this spring and are now in use. The dredge *Trent* was thoroughly overhauled. The lift lock chambers inside and under water were thoroughly scraped and painted afresh. There was a bad leak in the east bank of the reach above this lock which we repaired at a very considerable cost.

Between Peterboro' and Lakefield all the dams and locks were thoroughly overhauled and repaired.

LAKEFIELD.

At the lock at Lakefield we put the lock gates in order and also had to replank the timber sluices in the dam.

YOUNG'S POINT.

The entrance to Young's Point lock on the north side was dredged so as to give eight feet of water and also we dredged below this lock in Katchewannooka lake.

BURLEIGH.

At Burleigh we repaired the lock gates which also entailed very considerable expenditure.

LOVESICK.

At Lovesick we repaired the platform of the entrance pier on the northeast side and also put new stop-logs in the dam.

BUCKHORN.

At Buckhorn we replaced with oak the timber of the lock gates at the cast-iron quoin casings. At the dam we also rebuilt a sluice pier which was broken and carried away by the ice in the spring.

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OPERATIONS OF THE CANAL.

The lift lock at Peterboro' has worked perfectly satisfactorily, never having caused the slightest delay. The average time of lockages is nine minutes. The average number of lockages per day for this season is seven.

The lock at Peterboro' below the town has given the steamboat men very great satisfaction since the sills were lowered.

It is very gratifying to be able to say that along the whole line of the canal the operation and care have given perfect satisfaction to all this year, and thus the employees of the department are leaving no room for any complaints of negligence or delay whatever.

I have the honour to be, sir,

Your obedient servant,

J. H. McCLELLAN.

Superintendent.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

OTTAWA, July 1, 1905.

SIR,—I have the honour to submit herewith, my annual report on the Rideau canal under my charge, for the fiscal year ending June 30, 1905.

Navigation closed at Ottawa November 26, 1904.

Navigation closed at Kingston Mills November 24, 1904.

Navigation opened at Ottawa May 1, 1905.

Navigation opened at Kingston Mills May 1, 1905.

The depth of water maintained in the various levels throughout the entire length of the canal, during the entire season of navigation, was excellent, notwithstanding the break in the retaining dam at Poonamalie in April, 1904—the said damage being temporarily repaired, so that plenty of water was retained in Rideau lake to supply navigation for the whole season.

The spring freshet this year was, I am glad to say, unusually mild, no damage to speak of having been done to the canal works.

The principal works and repairs executed along the line of the canal are as follows:—

OTTAWA.

Two pairs of lock gates were put in, and five new sluice frames. The upper masonry sill of lock No. 1 was repaired and grouted. Five pairs of lock gates were painted, and the lock masonry generally was pointed and grouted. Some new plank were laid in the basin wharfs, and the road round the basin was repaired and macadamized where required.

STEWARTON BRIDGE.

The east approach, which was built on trestle bents, having become unsafe from age, was taken down last winter, and a solid embankment faced with cedar timber

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substituted therefor. The swing span was raised, as the pivot pier had settled, and adjusted, and small repairs made to the bridge-keeper's house.

BANK STREET BRIDGE.

The kitchen of the bridge-keeper's house was taken down and rebuilt, as it had become rotten from age. The floor of the swing bridge was renewed with 3-inch plank, and small repairs made to the road.

CONCESSION STREET BRIDGE.

A frame cottage was erected for the bridge-tender at this new bridge, which was completed last year.

HARTWELL'S LOCKS.

The small wooden bridge across the waste water channel is about worn out, and will be rebuilt at once; the new bridge is framed and ready to be erected in the course of a few days. Sundry small repairs were made to the tow-path road, and to the station generally.

HOGSBACK LOCKS.

The lower wing wall of the lower lock on the west side, was taken down and rebuilt by our masons last winter; and several hollow quoin stones were put in on the east side. Some gravel was placed on the tow-path road and the swing bridge approaches. A large body of clay slid out of the reverse slope of the cut last spring; but this slide, which was caused by erosion from the river below during the freshet, will be filled up this summer and a protection of stone built down to the river-bed.

BLACK RAPIDS' LOCK.

Some small repairs were made to the masonry of the lock; but both the upper wing walls of the lock are in bad condition, and will both be taken down and rebuilt with new stone next winter. The long dam is showing signs of age, and will be partially rebuilt and strengthened next winter. Sundry small repairs were made to the station generally.

LONG ISLAND LOCKS.

One new pair of lock gates were put in here. The aprons in front of the bulkhead were unwatered last winter, and rebuilt and replanked, with the result that the leakage at that point has been materially lessened. The piers below the bulkhead will be rebuilt this summer, the timber for the same being now on the ground. Sundry small repairs were made to the station in general.

WELLINGTON BRIDGE.

A new swing span was framed and erected here by our own carpenters. The whole floor of the fixed portion of the bridge requires to be renewed, and the plank is now on the ground, and will be laid in the course of a few days.

MANOTICK BRIDGE.

The pivot of the swing bridge was raised and adjusted.

BECKETT'S LANDING BRIDGE.

The swing span was raised, and small repairs made to the piers and to the railing of the bridge.

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BURRITT'S RAPIDS LOCK.

Sundry small repairs were made to the swing bars of the upper gates; and some gravel placed on the dam and embankments. The retaining dam is getting old, and will be partially rebuilt next winter.

NICHOLSON'S LOCKS.

Small repairs were made to the lock masonry. The washout in the roadway leading to the county bridges across the river was repaired, and sundry small repairs were made to the station in general.

CLOWES' LOCK.

Both piers on the south side of the lock were taken down and rebuilt by our own masons; and the chamber walls were grouted with Portland cement. About 40 feet of the stone retaining dam were rebuilt and other portions of it were repaired. A new pair of upper gates were put in, and draw bars for opening the same were substituted for the old swing bars. Sundry small repairs were also made to the station in general.

MERRICKVILLE.

Both the abutments of the 'Snye' bridge were repaired and pointed and grouted, and a wall of the same description of masonry was built to the western end of the north abutment to meet the wall built by the corporation of the village to prevent further damage at this point from the spring freshets and ice. The south chamber wall of the basin lock, and the upper north wing wall and both recess walls in the lower lock were grouted with Portland cement. The north waste weir was repaired, and two new pairs of sluice frames put in.

KILMARNOCK LOCK.

The old wooden swing bridge across the lock was taken down, and a new one framed and erected in its place. Repairs were made to the timber piers of the bulk-head bridge, and also to the flooring; and sundry small repairs to the station in general.

EDMONDS' LOCK.

The old stone lockhouse was taken down on account of the back wall partially collapsing; and a small frame cottage was erected for the lockmaster in its stead. Both the upper wing walls of the lock are in bad shape and will be rebuilt next winter, part of the stone for the work being on the ground. The stone piers of the waste weir also require to be taken down and rebuilt, arrangements for doing which next winter, are being made. Sundry small repairs were made to the station in general.

OLD SLY'S LOCKS.

Sundry small repairs were made to the station in general.

SMITH'S FALLS COMBINED LOCKS.

The heel and toe rest piers of the swing bridge across the upper lock, which were built of timber, and had become rotten, were taken down and replaced with masonry piers, the work being done by our own masons. The old wooden bridge below the basin leading to Jason island was taken down and a fine steel structure of two spans on stone piers erected in its place. The piers were built by our own masons, and the

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superstructure was erected under contract by the Dominion Bridge Company of Montreal. One new pair of lock gates was put in and two pairs of new sluice frames; and sundry small repairs to the station in general.

SMITH'S FALLS DETACHED LOCK.

A coffer dam was put in above the lock last winter, and both the upper wing walls taken down as far as the gate piers, and rebuilt. The gate recesses and manholes were grouted with Portland cement. The upper gates were taken out and a new pair put in their place. Sundry small repairs were made to the station in general.

POONAMALIE LOCK.

A new concrete retaining dam was built at this station to replace the old dam that was wrecked last year. This work was done under contract with Mr. John O'Leary, of Ottawa, the department furnishing the cement. Sundry other small repairs were made to the station in general.

BEVERIDGE'S LOCKS.

Repairs were made last winter to the retaining dam and bulkhead, and sundry small repairs to the station in general.

PERTH BASIN.

Small repairs were made to the bridges and planking of the wharfs.

BOB'S LAKE DAM.

This dam, which holds up a reservoir of water for the Tay branch of the Rideau canal, was rebuilt last winter, the old dam being used as a coffer dam to unwater the site of the new dam.

THE 'NARROWS' LOCK.

Some stone and gravel was placed on the long dam, and sundry small repairs made to the station in general.

NEWBORO' LOCK.

Sundry small repairs made to the station in general.

- CHAFFEY'S LOCK.

The swing bridge across the lock was raised. Some new stop-logs were framed, and repairs made to swing bars of lock gates, and sundry small repairs to the station in general.

DAVIS' LOCK.

The waste weir was entirely rebuilt last winter by our own carpenters, and sundry small repairs made to the station in general.

JONES' FALLS LOCKS.

Two new pairs of lock gates were put in here. Stone was delivered for the rebuilding of the small basin dam; but the work will not be done until next winter.

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Some gravel was furnished for the lock walks. A large sink hole at the foot of the lower lock was filled up at the request of the residents to the department. Sundry other small repairs were made to the station in general, and small repairs made to the lock masonry.

BREWER'S UPPER MILLS LOCKS.

Sundry small repairs were made to the station in general.

BREWER'S LOWER MILLS LOCKS.

Sundry small repairs were made to the station in general. The north side of the lock is showing signs of weakness; large plates of cement being washed out through the openings at the bottom of the lock; as well as considerable bulging of the chambered wall. I am making arrangements to take down this side of the lock next winter, and rebuild it.

KINGSTON MILLS LOCKS.

Five new sets of sluices and frames were put in here. Some stone was placed on the embankments, and sundry small repairs made to the masonry and lock gates.

GENERAL.

The pointing and grouting of the lock masonry, and the painting of the lock gates, bridges and other wooden structures, were done as usual this spring by our own lockmen.

The annual supply of cement, amounting this year to 3,000 barrels, was purchased under contract with Messrs. McNally & Co., of Montreal. The dimension timber (Douglas fir) for lock gates, &c., was purchased by contract with the Ottawa Lumber Company, quantity 85,316 feet b.m. The annual supply of white lead was furnished under contract with Messrs. Clark & Lewis, of Smith's Falls, the amount supplied being 4,375 pounds.

DREDGING PLANT.

The dredge *Rideau* was employed the whole of last season in deepening the cut between upper and lower Brewer's Mills lock stations, and she is now working well on the way to the former lock. Her hull and boiler and machinery are in excellent order. Some small repairs were made last spring when fitting out, to her boom and braces supporting the same.

The tug *Shanly* was employed during the whole of last season, in attending to the dredge, delivering stores with her scow, buoying out the channel, and on inspection work.

Last winter her deck-house was removed and her boiler taken out and sent to the shops for repairs; some thin spots in the plate being cut out and patched.

The boat is very old now, having been running for sixteen seasons without being rebuilt, and neither her hull nor her boiler can last much longer.

I attach hereto, a table showing respectively, the highest and lowest water during each month at Ottawa and Kingston Mills lock stations during the past season of navigation.

I have the honour to be, sir,

Your obedient servant,

ARTHUR T. PHILLIPS, M.C.S. C.E.,

Superintending Engineer.

M. J. BUTLER, Esq.,
Chief Engineer Canals.

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RIDEAU CANAL.

TABLE showing monthly, the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston Mills lock stations, respectively, from July 1, 1904, to June 30, 1905.

| OTTAWA, LOCK No. 1. | | | | KINGSTON MILLS, LOCK No. 47. | | | |
|---------------------|------|------------------|-------|------------------------------|------|------------------|------|
| Highest. | | Lowest. | | Highest. | | Lowest. | |
| Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |
| July 1..... | 16 6 | July 31..... | 11 1 | July 1-20..... | 10 0 | July 21-31..... | 9 11 |
| August 1-2..... | 11 0 | Aug. 31..... | 8 9 | Aug. 1-6..... | 9 11 | Aug. 25-31..... | 9 5 |
| Sept. 30..... | 9 3 | Sept. 23-24..... | 7 11 | Sept. 1-11..... | 9 8 | Sept. 20-30..... | 9 6 |
| Oct. 25-27..... | 12 3 | Oct. 1..... | 9 5 | Oct. 1-3..... | 9 6 | Oct. 28-31..... | 8 11 |
| Nov. 1-6..... | 12 0 | Nov. 30..... | 9 7 | Nov. 1-3..... | 8 10 | Nov. 28-30..... | 8 0 |
| Dec. 1-2..... | 8 6 | Dec. 21-31..... | 8 0 | Dec. 1..... | 8 0 | Dec. 30-31..... | 6 9 |
| Jan. 5-8..... | 8 2 | Jan. 14-31..... | 8 0 | Jan. 4-31..... | 6 10 | Jan. 1-3..... | 6 9 |
| Feb. 1-5..... | 8 0 | Feb. 23-28..... | 7 9 | Feb. 1-7..... | 6 9 | Feb. 25-28..... | 6 5 |
| Mar. 31..... | 10 5 | Mar. 11-19..... | 7 6 | Mar. 30-31..... | 7 10 | Mar. 1..... | 6 7 |
| April 4..... | 15 1 | April 1..... | 11 4 | April 27-30..... | 8 3 | April 1-14..... | 7 10 |
| May 23-24..... | 17 8 | May 1..... | 11 7 | May 1-14..... | 8 3 | May 26-30..... | 8 5 |
| June 1..... | 15 9 | June 30..... | 11 10 | June 1-3..... | 8 5 | June 28-30..... | 9 2 |

RIDEAU CANAL OFFICE,
OTTAWA, July 1, 1905.

ARTHUR T. PHILLIPS,
Superintending Engineer.

DEPARTMENT OF RAILWAYS AND CANALS.

CANALS REVENUE BRANCH,

CANAL OFFICE, ST. PETERS, C.B., June 30, 1905.

SIR,—I have the honour to submit my annual report on work and operation on St. Peters canal, under my charge, during the fiscal year ending June 30, 1905.

Item 1.—Painting swing bridge, two coats white lead and trimming iron work with black paint, placing a new spruce flooring on same, putting in a new hardwood turn-table and placing four new knees at bottom of tower to replace old ones that were in a state of decay, renewing the ballast flooring on west end of bridge and placing two stringers under same.

Item 2.—Completed the repairs to the warehouse flooring, by raising same with jack screws and putting in new flooring.

Item 3.—Had the necessary repairs done to lockhouse roof and painted with two coats white lead, and had a new fence built around that portion of ground surrounding the lockhouse and barn and completed the necessary ditching and draining on south side of government property, a distance of 200 yards.

Item 4.—Had the old fence taken down leading from warehouse south entrance of canal to north entrance, a distance of one-half mile and had same rebuilt in good order.

Item 5.—Painted lock gates with two coats white lead and had all the iron rails, valves, drums, &c., painted with black paint and two coats of red paint on all winches and placed four new lock chains.

Item 6.—Completed the dredging at north entrance canal, west side, so that at present there are no obstructions for steamers and vessels either hauling in or out of canal on that side, also began the dredging at south entrance, but when about half through the dredge broke her main shaft and this work had to be abandoned for at least this season, however, there was sufficient earth removed to make it very much more convenient for steamers and vessels to haul out from wharf.

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Item 7.—Part of the tow-path at place where dredge was working at north entrance was undermined, causing some fifty feet of earth and stone to fall through, I had this work completed and it is now in good condition.

The traffic on St. Peters Canal is up to the general standard, with a slight increase in tonnage and volume of trade. During the season of navigation beginning May 2, 1904, up to December 23, 1904, 1,652 steamers and vessels passed up and down the canal. Navigation opened this year on May 1, 1905. The St. Peters canal has one lock and four pairs lock gates, the operating and repairs of canal is in very good condition.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER, Esq.,

J. H. DEVEREAUX,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

OTTAWA, September 11, 1905.

SIR,—I have the honour to report to you upon the progress made during the fiscal year ended June 30, 1905, with the surveys, under my charge, of the various routes of the Trent canal.

In August, 1904, I was instructed to survey a route for the Trent canal from Rice lake to Port Hope, on Lake Ontario, and from Lake Couchiching to the Georgian bay, via the North river, and also via the Severn river.

At a later period I received instructions to survey two additional routes from Rice lake to Lake Ontario, having outlets on the latter lake at Cobourg and Trenton, respectively, also to make surveys of the east and west branches of the Holland river, and of the Black river from Lake Simcoe to Sutton, Ontario, with the object of ascertaining the feasibility and cost of improving the navigation of those streams.

My staff in the field was to consist of four surveying parties, each composed of a transitman, leveller and rodman, with the requisite number of chainmen, axemen, &c. The transitmen, in addition to the duties devolving on such position, were also to act as heads of the respective parties, and for this service Mr. Law, Mr. Hetherington—subsequently succeeded by Mr. Kerr—Mr. Patterson and Mr. Stevens were appointed, the former two taking the field in the latter part of August, and the two latter about the middle of October, 1904.

RICE LAKE TO PORT HOPE SECTION.

The instrumental survey for this route has been completed and, in connection therewith, about 40 miles of line has been run and carefully cross sectioned; Port Hope harbour surveyed and sounded, and soundings were also taken in Rice lake from the mouth of the Otonabee river to Bewdley, the nearest point on the lake to Port Hope.

A number of test borings were made in the deep cuttings.

RICE LAKE TO COBOURG SECTION.

The survey of this route was commenced on December 12, 1904.

Four trial lines, aggregating about 22 miles in distance, have been run and levels taken from Rice lake across the summit of the ridge towards Lake Ontario, and about 8 miles of this route has been cross-sectioned, and soundings taken across Rice lake from the mouth of the Otonabee river.

The work on this section was suspended on March 3, 1905, and the party which had been engaged thereon was sent to make a traverse and contour survey of Rice lake.

RICE LAKE SURVEY.

A traverse and contour survey of Rice lake and the islands in this lake was commenced on March 4, 1905, and 58.33 miles of this work has been completed.

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This particular survey was deemed essential in view of the possibility of raising the level of the waters of Rice lake, &c.

LAKE COUCHICHING TO GEORGIAN BAY.

Via North River.

A survey has been made from a point on Lake Couchiching, about 3 miles north of Orillia, via Silver creek, and North river to Matchedash bay to Georgian bay, and two alternative lines from Silver creek to the mouth of North river, and via Cold-water, respectively, have been run. Soundings were taken in Matchedash bay for a distance of $4\frac{1}{100}$ miles to a point opposite the mouth of the Severn river.

The survey of this section has been completed, the total number of miles run levelled, cross-sectioned, and sounded in part, amounts to $60\frac{3}{100}$ miles.

SEVERN RIVER ROUTE.

This survey was commenced from the terminus of the North river line in Matchedash bay, about 3 miles from the mouth of the Severn river, and 19 miles was completed, soundings taken, shore lines traversed, position of islands established, &c.

RICE LAKE TO TRENTON.

A route for the canal has been surveyed on the east side of the Trent river from Trenton to about a mile above Frankford, also a route on the west side of the river between the same points, and a traverse of the river made.

The survey has been continued to and for some miles above Chisholm's rapids, and a traverse and contour survey of 'Bradley's bay' and of a large adjoining swamp is proceeding.

During the past winter soundings were taken as follows, viz.: Trenton harbour, from Gilmour's dam to Nigger island in Bay of Quinté; from Nigger island to the Murray canal; and in Rice lake from the mouth of the Otonabee river to Hastings. The total number of miles run in connection with this section was 121 miles.

HOLLAND RIVER SURVEY.

East Branch.

The survey of the east branch of the Holland river from Cook's bay, Lake Simcoe, to Holland Landing, Newmarket, and Aurora has been completed. This included soundings, subaqueous borings, gauging of tributary streams, all available water supply from Lakes Wilcox, Bond, Ferguson and Ball, proposed outlet ditches, sites for storage reservoirs, &c.

In carrying out this work about 100 miles of line was staked out, of which levels were taken over $55\frac{25}{100}$ miles $49\frac{84}{100}$ miles, cross-sectioned, and 17 miles of river sounded.

West Branch.

The survey of the west branch of the Holland river was commenced at the junction of the two branches, and a line $15\frac{21}{100}$ miles in length was run towards Schomberg over which soundings were taken.

I desire to say, in conclusion, that excellent progress is being made with the surveys, the field work of which I hope to have completed during the approaching autumn.

I have the honour to be, sir,
Your obedient servant,

E. J. WALSH, M.C.S. C.E.,
Engineer in Charge.

M. J. BUTLER, Esq.,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PART III

RAILWAY SUBSIDIES

No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

| Number. | Name of Railway. | No. of miles built up to June 30, 1905. | No. of miles paid and pro- vided for. | Subsidy paid and available at June 30, 1905. | | Subsidy paid to June 30, 1905. | | Subsidy paid to September 30, 1905. | |
|----------------------|----------------------------------------------------------|--------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------|------|--------------------------------------|------|----------------------------------------------|------|
| | | | | \$ | cts. | \$ | cts. | \$ | cts. |
| 1 | Albert Southern..... | 16 | 16 | 50,460 | 00 | 50,460 | 00 | 50,460 | 00 |
| 2 | +Atlantic and Lake Superior..... | 30 | 30 | 165,734 | 00 | 146,490 | 84 | 146,490 | 84 |
| 3 | +Algoma Central and Hudson Bay.. | 77 | 91 | 924,976 | 00 | 924,976 | 00 | 924,976 | 00 |
| 4 | Baie des Chaleurs..... | 70 | 70 | 620,000 | 00 | 620,000 | 00 | 620,000 | 00 |
| 5 | Baie of Quinté..... | 15 | 35 | 112,000 | 00 | 69,120 | 00 | 69,120 | 00 |
| 6 | Beauharnois Junction..... | 19 50 | 19 50 | 62,400 | 00 | 62,400 | 00 | 62,400 | 00 |
| 7 | Belleville and North Hastings..... | 6 84 | 6 84 | 21,888 | 00 | 21,888 | 00 | 21,888 | 00 |
| 8 | Beersville Coal and Railway Co..... | 6 48 | 7 | 20,736 | 00 | 20,736 | 00 | 20,736 | 00 |
| 9 | Brantford, Waterloo and Lake Erie.. | 18 | 18 | 57,600 | 00 | 57,600 | 00 | 57,600 | 00 |
| 10 | Rockville, Westport and Sault Ste. Marie..... | 44 50 | 44 50 | 105,200 | 00 | 105,200 | 00 | 105,200 | 00 |
| 11 | Bruce Mines and Algoma..... | 18 | 18 | 53,920 | 00 | 53,920 | 00 | 53,920 | 00 |
| 12 | Buctouche and Moncton..... | 31 75 | 31 75 | 101,600 | 00 | 101,600 | 00 | 101,600 | 00 |
| 13 | Canada Atlantic..... | 54 05 | 54 05 | 282,355 | 20 | 282,355 | 20 | 282,355 | 20 |
| 14 | Canada Central..... | 120 | 120 | 1,525,250 | 00 | 1,525,250 | 00 | 1,525,250 | 00 |
| 15 | +Canada Eastern..... | 107 | 107 | 350,400 | 00 | 350,400 | 00 | 350,400 | 00 |
| 16 | +Canadian Pacific..... | 1,905 | 1,905 | 25,000,000 | 00 | 25,000,000 | 00 | 25,000,000 | 00 |
| 17 | " (extension)*..... | 676 | 695 83 | 5,814,246 | 00 | 5,814,246 | 00 | 5,814,246 | 00 |
| 18 | +Cape Breton extension..... | 30 | 30 | 182,400 | 00 | 182,400 | 00 | 182,400 | 00 |
| 19 | Caraquet..... | 67 | 67 | 224,000 | 00 | 224,000 | 00 | 224,000 | 00 |
| 20 | Central (of New Brunswick)..... | 45 66 | 89 50 | 238,400 | 00 | 142,400 | 00 | 142,400 | 00 |
| 21 | Cornwallis Valley..... | 14 | 14 | 44,800 | 00 | 44,800 | 00 | 44,800 | 00 |
| 22 | Columbia and Kootenay..... | 27 75 | 27 75 | 88,800 | 00 | 88,800 | 00 | 88,800 | 00 |
| 23 | +Canadian Northern..... | 490 | 490 | 1,909,132 | 00 | 1,909,132 | 00 | 1,909,132 | 00 |
| 24 | +Chateauguay and Northern..... | 36 48 | 58 | 307,595 | 00 | 191,595 | 00 | 191,595 | 00 |
| 25 | Cap de la Madeleine..... | 2 32 | 2 32 | 7,424 | 00 | 7,424 | 00 | 7,424 | 00 |
| 26 | +Coast of Nova Scotia (now Halifax and Yarmouth)..... | 50 | 61 | 160,000 | 00 | 160,000 | 00 | 160,000 | 00 |
| 27 | +Central Ontario..... | 21 | 40 | 67,200 | 00 | 67,200 | 00 | 67,200 | 00 |
| 28 | Cumberland..... | 14 | 14 | 39,850 | 00 | 39,850 | 00 | 39,850 | 00 |
| 29 | Dominion Lime Co..... | 4 80 | 4 80 | 15,360 | 00 | 15,360 | 00 | 15,360 | 00 |
| 30 | Dominion Coal Co..... | 27 44 | 27 44 | 87,808 | 00 | 87,808 | 00 | 87,808 | 00 |
| 31 | +Drummond Counties..... | 133 00 | 135 60 | 423,936 | 00 | 423,936 | 00 | 423,936 | 00 |
| 32 | +East Richelieu Valley..... | 21 86 | 21 86 | 69,952 | 00 | 69,952 | 00 | 69,952 | 00 |
| 33 | Elgin, Petictodiac and Havelock..... | 12 | 12 | 38,400 | 00 | 38,400 | 00 | 38,400 | 00 |
| 34 | Erie and Huron..... | 30 | 30 | 96,000 | 00 | 96,000 | 00 | 96,000 | 00 |
| 35 | Esquimalt and Nanaimo..... | 71 | 71 | 750,000 | 00 | 750,000 | 00 | 750,000 | 00 |
| 36 | Fredericton and St. Mary's Bridge Co..... | 1 33 | 1 33 | 30,000 | 00 | 30,000 | 00 | 30,000 | 00 |
| 37 | Grand Trunk, Georgian Bay and Lake Erie..... | 12 42 | 12 42 | 39,744 | 00 | 39,744 | 00 | 39,744 | 00 |
| 38 | Grand Trunk..... | Bridge. | Bridge. | 500,000 | 00 | 500,000 | 00 | 500,000 | 00 |
| 39 | Great Eastern..... | 12 50 | 12 50 | 40,345 | 00 | 40,345 | 00 | 40,345 | 00 |
| 40 | +Great Northern..... | 140 42 | 143 59 | 557,788 | 31 | 557,788 | 31 | 557,788 | 31 |
| 41 | Guelph Junction..... | 15 25 | 15 25 | 46,000 | 00 | 46,000 | 00 | 46,000 | 00 |
| 42 | +Gulf Shore..... | 16 78 | 16 78 | 53,699 | 20 | 53,699 | 20 | 53,699 | 20 |
| Carried forward..... | | 4,512 13 | 4,667 61 | 41,287,398 | 71 | 41,013,275 | 55 | 41,013,275 | 55 |

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—Continued.

| Number. | Name of Railway. | No. of miles built up to June 30, 1905. | No. of miles paid and provided for. | Subsidy paid and available at June 30, 1905. | Subsidy paid to June 30, 1905. | Subsidy paid to September 30, 1905. |
|---------|------------------------------------------------------------------------|-----------------------------------------|-------------------------------------|----------------------------------------------|--------------------------------|-------------------------------------|
| | | | | \$ cts. | \$ cts. | \$ cts. |
| | Brought forward..... | 4,512.13 | 4,667.61 | 41,287,398 71 | 41,013,275 55 | 41,013,275 55 |
| 43 | Halifax and South Western..... | 98 | 231 | 739,200 00 | 477,264 00 | 477,264 00 |
| 44 | Harvey Branch..... | 3 | 3 | 5,553 57 | 5,553 57 | 5,553 57 |
| 45 | Hereford..... | 48.50 | 48.50 | 155,200 00 | 155,200 00 | 155,200 00 |
| 46 | Irondale, Bancroft & Ottawa..... | 45 | 45 | 144,000 00 | 144,000 00 | 144,000 00 |
| 47 | International (Quebec)..... | 49 | 49 | 156,800 00 | 156,800 00 | 156,800 00 |
| 48 | International (N.B.), formerly Res-tigouche and Western..... | 15 | 110 | 100,180 00 | 77,138 00 | 77,138 00 |
| 49 | †Inverness Ry. & Coal Co..... | 60.97 | 98 | 390,208 00 | 368,545 97 | 368,545 97 |
| 50 | Joggins..... | 12 | 12 | 37,500 00 | 37,500 00 | 37,500 00 |
| 51 | Kingston and Pembroke..... | 15 | 15 | 48,000 00 | 48,000 00 | 48,000 00 |
| 52 | Kingston, Napanee and Western..... | 61.35 | 61.35 | 208,732 80 | 208,732 80 | 208,732 80 |
| 53 | L'Assomption..... | 3.50 | 3.50 | 11,200 00 | 11,200 00 | 11,200 00 |
| 54 | †Lake Erie and Detroit River..... | 126.90 | 128.05 | 475,851 00 | 475,851 00 | 475,851 00 |
| 55 | Lake Temiscamingue Colonization..... | 45.84 | 45.84 | 310,335 95 | 310,335 95 | 310,335 95 |
| 56 | Leamington and Lake St. Clair..... | 16 | 16 | 51,200 00 | 51,200 00 | 51,200 00 |
| 57 | Lindsay, Bobcaygeon and Pontypool..... | 38.79 | 38.70 | 185,173 06 | 185,173 06 | 185,173 06 |
| 58 | Lotbinière and Megantic..... | 30 | 30 | 96,000 00 | 96,000 00 | 96,000 00 |
| 59 | Manitoulin and North Shore..... | 12.60 | 12.60 | 204,800 00 | 32,000 00 | 32,000 00 |
| 60 | Middleton and Victoria Beach..... | 41 | 41 | 131,200 00 | 47,789 00 | 47,789 00 |
| 61 | Montreal & Sorel (now South Shore)..... | 61.50 | 126.67 | 517,541 92 | 296,998 38 | 296,998 38 |
| 62 | Montreal and Lake Champlain..... | 83 | 83 | 103,600 00 | 103,600 00 | 103,600 00 |
| 63 | Montreal and Western..... | 70 | 70 | 361,270 00 | 361,270 00 | 361,270 00 |
| 64 | Montreal and Lake Maskinonge..... | 12.90 | 12.90 | 41,280 00 | 41,280 00 | 41,280 00 |
| 65 | Montreal and Ottawa..... | 60 | 60 | 192,000 00 | 192,000 00 | 192,000 00 |
| 66 | †Montreal and Province Line..... | 18.3 | 18.3 | 58,560 00 | 58,560 00 | 58,560 00 |
| 67 | Montfort Colonization..... | 32.20 | 32.20 | 167,440 00 | 167,440 00 | 167,440 00 |
| 68 | Maganetawan River..... | 1.11 | 1.11 | 3,552 00 | 3,552 00 | 3,552 00 |
| 69 | †Massawippi Valley..... | 1.68 | 1.68 | 5,376 00 | 5,376 00 | 5,376 00 |
| 70 | †Midland (Nova Scotia)..... | 57.18 | 58 | 365,418 00 | 362,200 30 | 362,200 30 |
| 71 | Nakusp and Slocan..... | 36.80 | 36.80 | 117,760 00 | 117,760 00 | 117,760 00 |
| 72 | New Brunswick and P. E. Island..... | 35.45 | 35.45 | 113,440 00 | 113,440 00 | 113,440 00 |
| 73 | New Brunswick Coal and Ry..... | 15 | 45 | 144,000 00 | 48,000 00 | 48,000 00 |
| 74 | New Glasgow Iron and Coal Co..... | 12.45 | 12.45 | 39,840 00 | 39,840 00 | 39,840 00 |
| 75 | Northern Colonization..... | 20.90 | 22 | 146,170 00 | 58,384 00 | 146,170 00 |
| 76 | Northern Pacific Junction..... | 110 | 110 | 1,320,000 00 | 1,320,000 00 | 1,320,000 00 |
| 77 | Nova Scotia Central..... | 73.50 | 73.50 | 235,200 00 | 235,200 00 | 235,200 00 |
| 78 | Ontario, Belmont and Northern..... | 9.60 | 9.60 | 30,720 00 | 30,720 00 | 30,720 00 |
| 79 | Ontario and Quebec..... | 61.25 | 61.25 | 196,000 00 | 196,000 00 | 196,000 00 |
| 80 | Orford Mountain..... | 26.50 | 53.50 | 171,200 00 | 123,050 00 | 123,050 00 |
| 81 | Oshawa Railway and Navigation Co..... | 7 | 7 | 22,400 00 | 22,400 00 | 22,400 00 |
| 82 | †Ottawa, Northern and Western (formerly Ottawa & Gatineau Valley)..... | 82.28 | 86 | 410,688 00 | 410,688 00 | 410,688 00 |
| 83 | †Ottawa and New York..... | 53.87 | 53.87 | 262,384 00 | 262,384 00 | 262,384 00 |
| 84 | †Ottawa, Arnprior and Parry Sound..... | 159.58 | 159.58 | 779,712 00 | 779,712 00 | 779,712 00 |
| 85 | Parry Sound Colonization..... | 47.75 | 47.75 | 152,800 00 | 152,800 00 | 152,800 00 |
| 86 | Pontiac and Pacific Junction..... | 70 | 70 | 193,578 00 | 193,578 00 | 193,578 00 |
| 87 | †Phillipsburg Junction..... | 7.41 | 7.41 | 23,712 00 | 23,712 00 | 23,712 00 |
| 88 | Pontiac and Renfrew..... | 4.25 | 4.25 | 13,600 00 | 13,600 00 | 13,600 00 |
| 89 | Pontiac and Pacific and Ottawa and Gatineau..... | Bridge. | Bridge. | 212,500 00 | 212,500 00 | 212,500 00 |
| 90 | †Pembroke Southern..... | 20 | 20 | 64,000 00 | 64,000 00 | 64,000 00 |
| 91 | Port Arthur, Duluth and Western..... | 84.75 | 84.75 | 271,200 00 | 271,200 00 | 271,200 00 |
| 92 | Quebec Central..... | 74.86 | 74.86 | 348,342 00 | 348,342 00 | 348,342 00 |
| 93 | Quebec Bridge Co..... | Bridge. | Bridge. | 374,353 33 | 374,353 33 | 374,353 33 |
| 94 | Quebec and Lake St. John..... | 245.85 | 245.85 | 1,006,743 50 | 1,006,743 50 | 1,006,743 50 |
| 95 | Quebec, Montmorency & Charlevoix..... | 30 | 30 | 96,000 00 | 96,000 00 | 96,000 00 |
| 96 | Shuswap and Okanagan..... | 51 | 51 | 163,200 00 | 163,200 00 | 163,200 00 |
| 97 | South Norfolk..... | 17 | 17 | 54,400 00 | 54,400 00 | 54,400 00 |
| 98 | St. Catharines and Niagara Central..... | 12 | 12 | 38,400 00 | 38,400 00 | 38,400 00 |
| | Carried forward..... | 7,001.41 | 7,550.88 | 53,556,913 84 | 52,264,242 41 | 52,352,028 41 |

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

| Number. | Name of Railway. | No. of miles built up to June 30, 1905. | No. of miles paid and provided for. | Subsidy paid and available at June 30, 1905. | Subsidy paid to June 30, 1905. | Subsidy paid to September 30, 1905. |
|---------|-----------------------------------------|-----------------------------------------|-------------------------------------|----------------------------------------------|--------------------------------|-------------------------------------|
| | | | | \$ cts. | \$ cts. | \$ cts. |
| | Brought forward..... | 7,001.41 | 7,550.88 | 53,556,913 84 | 52,264,242 41 | 52,352,028 41 |
| 99 | St. Clair Frontier Tunnel..... | 2.23 | 2.23 | 375,000 00 | 375,000 00 | 375,000 00 |
| 100 | St. Lawrence and Lower Laurentian..... | 38.85 | 38.85 | 217,600 00 | 217,600 00 | 217,600 00 |
| 101 | St. Louis, Richibucto & Buctouche..... | 7 | 7 | 22,400 00 | 22,400 00 | 22,400 00 |
| 102 | †St. Lawrence and Adirondack..... | 33.51 | 33.51 | 149,481 60 | 149,481 60 | 149,481 60 |
| 103 | †St. Mary River..... | 44 | 46 | 177,400 00 | 148,094 00 | 148,094 00 |
| 104 | St. Stephen and Milltown..... | 4.64 | 4.64 | 14,848 00 | 14,848 00 | 14,848 00 |
| 105 | Schomberg and Aurora..... | 14.42 | 14.42 | 46,144 00 | 46,144 00 | 46,144 00 |
| 106 | †Temiscouata..... | 112.95 | 112.95 | 645,950 00 | 645,950 00 | 645,950 00 |
| 107 | †Thousand Islands..... | 5.19 | 5.19 | 29,840 00 | 29,840 00 | 29,840 00 |
| 108 | †Tilsonburg, Lake Erie and Pacific..... | 33.86 | 47.50 | 117,431 48 | 117,431 48 | 117,431 48 |
| 109 | Tobique Valley..... | 27.88 | 27.88 | 134,016 00 | 134,016 00 | 134,016 00 |
| 110 | Toronto, Grey and Bruce..... | 4.58 | 4.58 | 14,656 00 | 14,656 00 | 14,656 00 |
| 111 | †United Counties..... | 59 | 59 | 188,816 00 | 188,816 00 | 188,816 00 |
| 112 | Waterloo-Junction..... | 10.25 | 10.25 | 32,800 00 | 32,800 00 | 32,800 00 |
| 113 | Western Counties..... | 20 | 20 | 500,000 00 | 500,000 00 | 500,000 00 |
| 114 | West Ontario Pacific..... | 18.75 | 18.75 | 60,000 00 | 60,000 00 | 60,000 00 |
| 115 | York and Carleton..... | 5.73 | 5.73 | 18,336 00 | 18,336 00 | 18,336 00 |
| | Total..... | 7,444.35 | 8,009.36 | 56,301,632 92 | 54,979,655 49 | 55,067,441 49 |

† Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-Western, \$2,985,600.00, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$500,000, which will then agree with statement of subsidies in part ii, page 49, viz., \$32,617,560.69.

* Includes the mileage of the North Shore Railway, 160 miles.

† By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the average cost of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

| No. | Name of Railway. | Miles Subsidized. | Amount of Instalment. | Amount paid up to June 30, 1905. |
|-----|----------------------------------------------------------|-------------------|-----------------------------------------|----------------------------------|
| | | | | \$ cts. |
| 1 | International (Atlantic and North-west Railway Co.)..... | 252 | \$93,300 per ½ a year for 20 years..... | 2,985,600 |
| 2 | Kingston, Smith's Falls and Ottawa Railway Co..... | 56 | \$ 3,136 " 21 " | Nil. |
| | Total..... | 308 | | 2,985,600 |

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7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$115,200
 8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 160,000
 9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 256,000
 10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800
 11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 102,400
 12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 160,000
 13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600
 14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 80,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.
15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
 16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 660,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

18. To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole 954,000
19. And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole 1,440,000
20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 211,200
23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole 960,000
24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 160,000
25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 272,000
26. To the Gatineau Railway Company, for a line of railway from Kazabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 160,000
27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 70,400

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| 28. To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$160,000 |
| 29. To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883)..... | 128,000 |
| 30. To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 31. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 262,400 |
| 32. To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 33. To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 34. For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole..... | 200,000 |
| 35. For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 36. For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 37. For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 38. For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 217,600 |
| 39. For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 40. For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 |
| 41. To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 42. For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspébiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole..... | 300,000 |
| 43. For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole..... | 140,000 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

"Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidised, as the Governor in Council may determine."

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the "Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 96,000
50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidised between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

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| 51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole | \$30,000 |
| 52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 92,000 |
| 53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 64,000 |
| 54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole | 10,500 |
| 55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 25,600 |
| 56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 44,800 |
| 57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of | 70,000 |
| 58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of | 320,000 |
| 59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of | 217,600 |
| 60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 96,000 |
| 61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 140,800 |

* The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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" Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

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the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it."

By the Act 49 Vic., chap. 10, 1886 (*Assented to 2nd June, 1886*):—

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| 65. | For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 |
| 66. | For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 67. | To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 68. | To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 69. | To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 118,400 |
| 70. | To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 179,200 |
| 71. | To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 128,000 |
| 72. | For a railway from a point at or near New Glasgow or St. Lin, to or near Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 73. | For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 108,800 |
| 74. | For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 75. | For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 16,000 |

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| 76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 38,400 |
| 77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 11,200 |
| 78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole | 361,270 |
| 79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 156,800 |
| 82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile)..... | 186,295 |
| 83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... | 6,000 |
| 85. To the Gananouque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |
| 90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |

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- 91.** For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$19,200
- 92.** For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 70,400
- 93.** To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole. 11,900
- 94.** To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of. 70,000
- 95.** To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of. 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

- 96.** To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$ 38,400
- 97.** To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 96,000
- 98.** To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 16,000

SESSIONAL PAPER No. 20

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| 99. | To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 100. | To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 4,000 |
| 101. | To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 6,400 |
| 102. | To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 103. | To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 |
| 104. | To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 105. | To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 106. | To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 107. | To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 12,800 |
| 108. | To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 109. | To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 |
| 110. | To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... | 20,000 |
| 111. | For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 112. | To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 |
| 113. | To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |

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| 114. | To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$96,000 |
| 115. | To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 116. | To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.. | 32,000 |
| 117. | To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of..... | 217,600 |
| 118. | To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 119. | To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... | 12,400 |
| 120. | To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 121. | To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 17,600 |
| 122. | To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 33,600 |
| 123. | To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 6,400 |
| 124. | To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |

SESSIONAL PAPER No. 20

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| 125. | To the Montreal and Champlain Junction Railway Company, a subsidy of..... | \$ 64,000 |
| 126. | To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 28,800 |
| 127. | To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 96,000 |
| 128. | To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 41,600 |
| 129. | To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 108,800 |
| 130. | To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... | 89,600 |
| 131. | For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 64,000 |
| 132. | For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... | 180,000 |
| 133. | To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... | 118,400 |

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

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|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 114. | To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$96,000 |
| 115. | To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 116. | To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.. | 32,000 |
| 117. | To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of..... | 217,600 |
| 118. | To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 119. | To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... | 12,400 |
| 120. | To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 121. | To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 17,600 |
| 122. | To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 33,600 |
| 123. | To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 6,400 |
| 124. | To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |

SESSIONAL PAPER No. 20

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 125. To the Montreal and Champlain Junction Railway Company, a subsidy of..... | \$ 64,000 |
| 126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 28,800 |
| 127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 96,000 |
| 128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 41,600 |
| 129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 108,800 |
| 130. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... | 89,600 |
| 131. For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 64,000 |
| 132. For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... | 180,000 |
| 133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... | 118,400 |

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

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St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

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| 134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 70,400 00 |
| 135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 147,200 00 |
| 136. To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 00 |
| 137. To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... | 32,000 00 |
| 138. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... | 41,100 00 |
| 139. To the Port Arthur, Duluth and Western Railway Company, for 84½ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 271,200 00 |
| 140. To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |

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| 141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... | \$100,000 00 |
| 142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of..... | 288,000 00 |
| 143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... | 83,612 54 |
| 144. To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for..... | 44,252 82 |
| 145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 58,334 27 |
| 146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 4,335 00 |
| 147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 11,964 66 |
| 148. To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... | 14,665 45 |

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- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for. \$24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized."

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*):—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole. 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole. 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole. 244,500 00

SESSICNAL PAPER No. 20

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| 159. | To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... | \$145,000 00 |
| 160. | To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.. | 35,000 00 |
| 161. | For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 16,000 00 |
| 162. | To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole..... | 375,000 00 |
| 163. | To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 19,200 00 |
| 164. | To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 96,000 00 |
| 165. | To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole..... | 30,000 00 |
| 166. | To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 32,000 00 |
| 167. | For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | 163,200 00 |
| 168. | To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 3,200 00 |
| 169. | To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 170. | To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |

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| 171. | To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 172. | To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 158,400 00 |
| 173. | For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 16,000 00 |
| 174. | To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 00 |
| 175. | To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 14,400 00 |
| 176. | To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 00 |
| 177. | To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 00 |
| 178. | To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 179. | To the Hersford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 180. | To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 181. | To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 00 |
| 182. | To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 54,400 00 |

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- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

"So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight."

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

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for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*):—

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| 186. To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | \$ 96,000 |
| 187. To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole..... | \$5,200 |
| 188. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole... | 600 |
| 189. For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 256,000 |
| 190. To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 44,800 |
| 191. To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 166,400 |
| 192. To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 193. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole..... | 83,000 |
| 194. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 195. To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 16,000 |
| 196. To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 160,000 |

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| 197. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 51,200 |
| 198. To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 115,200 |
| 199. To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 200. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 201. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 202. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 11,200 |
| 203. To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 204. For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 |
| 205. To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 14,400 |
| 206. To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole..... | 361,270 |

"Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

| SECTIONS. | Approximate length in miles. |
|-------------------------------------------|------------------------------|
| St. Jérôme to Shawbridge..... | 8 |
| Shawbridge to St. Sauveur..... | 4 |
| St. Sauveur to Ste. Adèle..... | 6 |
| Ste. Adèle to Lac à la Fourche..... | 6 |
| Lac à la Fourche to Ste. Agathe..... | 6½ |
| Ste. Agathe to St. Faustin..... | 14 |
| St. Faustin to St. Jovite..... | 7½ |
| St. Jovite to Summit Lake..... | 8 |
| Summit Lake to La Chute aux Iroquois..... | 7 |
| La Chute aux Iroquois towards Désert..... | 3 |

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"Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

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| 207. For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 240,000 |
| 208. To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.... | 50,000 |
| 209. To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole..... | 3,840 |
| 210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel..... | 40,000 |
| 211. To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 24,000 |
| 212. To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 10,200 |
| 213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed..... | 37,500 |
| 214. To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 76,800 |
| 215. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 216. To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 217. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 218. To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 57,600 |
| 219. To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway, | |

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| near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Mégantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of..... | | \$288,000 |
| 220. | To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400..... | 68,400 |
| 221. | For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 |
| 222. | To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole..... | 112,000 |
| 223. | For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 224. | For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 225. | To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 226. | To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 |
| 227. | For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 35,200 |
| 228. | To the Orford Mountain Railway Company, for thirty one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 99,200 |
| 229. | For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

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including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines."

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*) :—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*) :—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

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| | remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole..... | \$ 28,100 00 |
| 232. | To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding..... | 5,250 00 |
| 233. | To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 00 |
| 234. | To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... | 92,784 00 |
| 235. | To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... | 79,700 00 |
| 236. | To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 158,400 00 |
| 237. | To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... | 46,040 00 |
| 238. | To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole.... | 89,600 00 |
| 239. | To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of..... | 179,200 00 |

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" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

" Provided that the subsidy hereby granted to the Brockville, Westport and Sult Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

| Sections. | Length in miles. |
|--------------------------------------------|---------------------|
| From, at or near Newboro' to Westport..... | 4 |
| From Westport towards Palmers Rapids..... | 16 |

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

" Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

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| 241. To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgeway, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3. | \$224,000 00 |
| 242. To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole..... | 264,000 00 |
| 243. To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 00 |
| 244. To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 9,600 00 |
| 245. To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 67,200 00 |
| 246. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 247. To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of..... | 15,100 00 |
| 248. To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole..... | 35,480 00 |
| 249. To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 60,800 00 |

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| 250. | For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 38,400 00 |
| 251. | To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole..... | 80,000 00 |
| 252. | To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake | 80,000 00 |
| 253. | To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 48,000 00 |
| 254. | To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 80,000 00 |
| 255. | To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 21,600 00 |
| 256. | To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 9,600 00 |
| 257. | For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 64,000 00 |
| 258. | To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 156,800 00 |
| 259. | To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 48,000 00 |
| 260. | For a railway from St. Johns to Sta. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 102,400 00 |
| 261. | For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 25,600 00 |
| 262. | For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 00 |

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- 263.** To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

- 265.** To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

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| 266. To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | \$64,000 00 |
| 267. To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole. | 96,800 00 |
| 268. To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 40,000 00 |
| 269. To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole. | 44,000 00 |
| Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway. | |
| 270. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | \$96,000 00 |
| 271. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 51,200 00 |
| 272. For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 240,000 00 |
| 273. To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole. | 64,000 00 |
| 274. To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 48,000 00 |

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| 275. | To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 96,000 00 |
| 276. | To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |
| 277. | To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 00 |
| 278. | To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 112,000 00 |
| 279. | To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole..... | 21,600 00 |
| 280. | To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 51,200 00 |
| 281. | To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 00 |
| 282. | To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole..... | 63,000 00 |
| 283. | To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 99,200 00 |
| 284. | To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 25,600 00 |
| 285. | To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 286. | To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on | |

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| | the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 80,000 00 |
| 287. | For a railway from a point on the Intercolonial Railway between Sta. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 160,000 00 |
| 288. | To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 172,400 00 |
| 289. | For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 00 |
| 290. | For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 00 |
| 291. | To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole..... | 114,125 00 |
| 292. | To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole..... | 14,720 00 |
| 293. | To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 25,024 00 |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated

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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

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| 296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between | |

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| | Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| 300. | To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole..... | 81,040 00 |
| 301. | To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... | 145,000 00 |
| 302. | To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole..... | 3,500 00 |
| 303. | To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 11,200 00 |
| 304. | To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.. | 30,400 00 |
| 305. | To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... | 89,248 00 |
| 306. | To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 00 |
| 307. | To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole..... | 4,500 00 |
| 308. | To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole..... | 25,600 00 |
| 309. | To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific | |

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| | Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 48,000 00 |
| 310. | To the Montfort Colonization Railway Company, for twenty-one miles of their three-foot gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 67,200 00 |
| 311. | To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |
| 312. | To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... | 97,600 00 |
| 313. | To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of..... | 20,000 00 |
| 314. | To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 22,400 00 |

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

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in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “Town” or “Northern” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “Lake” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*) :—

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| 315. | To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | \$ 48,000 |
| 316. | To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding | 86,800 |
| 317. | To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 51,200 |
| 318. | To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole | 4,790 |
| 319. | To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 108,800 |
| 320. | To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding | 118,400 |
| 321. | Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of | 288,000 |

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| 322. To the Philipsburg Junction Railway and Quarry Company, for ¹⁷ / ₁₀₀ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 2,912 |
| 323. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 23,600 |
| 324. To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding..... | 274,940 |
| 325. For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 25,600 |
| 326. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 57,600 |
| 327. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 328. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 329. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole..... | 41,100 |

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| 330. | To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | \$ 24,000 |
| 331. | To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 73,172 |
| 332. | To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole | 4,046 |
| 333. | For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 19,200 |
| 334. | For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 16,000 |
| 335. | To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole | 83,200 |
| 336. | For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding | 300,000 |
| 337. | To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding | 217,000 |
| 338. | To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 48,000 |
| 339. | To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 96,000 |

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| 340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 160,000 |
| 341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 |
| 344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 |
| 345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 |
| 346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile; the whole not exceeding..... | 44,800 |
| 348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 73,600 |
| 349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |
| 350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile; the whole not exceeding..... | 32,000 |
| 351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 19,200 |
| 352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 64,000 |

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| 353. | To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 48,000 |
| 354. | To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 48,000 |
| 355. | Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole..... | 50,000 |
| 356. | To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; the whole not exceeding | 113,600 |
| 357. | For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 80,000 |
| 358. | To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 320,000 |
| 359. | For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 108,800 |
| 360. | For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 67,200 |
| 361. | To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 89,600 |
| 362. | To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 121,600 |
| 363. | To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 70,400 |
| 364. | To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 16,000 00 |
| 365. | To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 112,000 00 |
| 366. | To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |

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| 367. For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | \$ 64,000 00 |
| 368. For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 32,000 00 |
| 369. For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole | 9,600 00 |
| 370. To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding..... | 3,200 00 |
| 371. To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000 00 |
| 372. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 102,400 00 |
| 373. To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 38,400 00 |
| 374. For a railway from a point on the Caragnet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.... | 38,400 00 |

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

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subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 (*Assented to 29th June, 1897*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 375.** To the Ottawa and New York Railway Company, for 53 $\frac{1}{10}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892;
- 376.** To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;
- 377.** For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

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- 383.** To the Gulf Shore Railway Company, for $5\frac{1}{2}$ miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick ;
- 384.** For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 385.** To the Pontiac Pacific Junction Railway Company, for $7\frac{1}{2}$ miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890 ;
- 386.** To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario ;
- 387.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for $3\frac{5}{100}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
- 388.** To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
- 389.** To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
- 390.** To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
- 391.** To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
- 392.** To the Phillipsburg Railway and Quarry Company, for $1\frac{6}{100}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
- 393.** To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
- 394.** To the St. Lawrence and Adirondack Railway Company, for $13\frac{1}{2}$ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
- 395.** To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
- 396.** To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
- 397.** For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
- 398.** To the St. Stephens and Milltown Railway Company, for $1\frac{1}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;

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- 405.** To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario;
- 406.** To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

- 407.** To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 182,400 00
- 408.** To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding..... 114,272 00
- 409.** To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 35,872 00
- 410.** To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding..... 300,000 00
- 411.** To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole..... 66,000 00
- 412.** To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 16,000 00
- 413.** To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding..... 52,500 00
- 414.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding..... 112,500 00

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and

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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

- Upon all green and fresh fruits, 33½ per cent ;
- Coal oil, 20 per cent ;
- Cordage and binder twine, 10 per cent ;
- Agricultural implements of all kinds, set up or in parts, 10 per cent ;
- Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;
- All kinds of wire, 10 per cent ;
- Window glass, 10 per cent ;
- Paper for building and roofing purposes, 10 per cent ;
- Roofing felt, box and packing, 10 per cent ;
- Paints of all kinds and oils, 10 per cent ;
- Live stock, 10 per cent ;
- Wooden ware, 10 per cent ;
- Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;

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- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding $53\frac{1}{2}$ miles; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding $6\frac{1}{2}$ miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding $\frac{8}{10}$ of a mile;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspebiac, Quebec, not exceeding 30 miles;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel, $6\frac{1}{2}$ miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding $7\frac{1}{2}$ miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act; not exceeding in all \$512,000.

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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Mississippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding $2\frac{1}{2}$ miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominigüe, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;

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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole $2\frac{1}{2}$ miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

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465. For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 466. The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole | \$ 896,000 00 |
| 467. To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done... | 1,000,000 00 |
| 468. To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec..... | 50,000 00 |
| 469. Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding..... | 35,000 00 |
| 470. Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding... | 50,000 00 |
| 471. Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding.... | 15,000 00 |
| 472. To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding..... | 33,750 00 |
| 473. To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding..... | 16,425 00 |
| 474. Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding | 15,000 00 |
| 475. Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding..... | 15,000 00 |

4. The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

5. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of

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which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council. and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his

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opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

476. For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.
477. To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.
478. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.
479. To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.
480. To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.
481. To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.
482. For a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, not exceeding 15 miles.
483. For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.
484. For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.
485. To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.
486. To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles;

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- And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding $9\frac{1}{2}$ miles.
- 487.** For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
- 488.** To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
- 489.** To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
- 490.** In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
- 491.** To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
- 492.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
- 493.** To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
- 494.** For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
- 495.** For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
- 496.** To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
- 497.** To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
- 498.** For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
- 499.** For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.

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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding $4\frac{1}{2}$ miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemange, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

3. The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

- (a) upon the completion of the work subsidized ; or
- (b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken or

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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

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9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

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- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspébiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
- 1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
- 2nd. For the completion of the road-bed and works incidental thereto;
- 3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at

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near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.

- 530.** For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.
- 531.** To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.
- 532.** To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carleton Place, not exceeding 41 miles.
- 533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.
- 534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.
- 535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.
- 536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.
- 537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.
- 538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.
- 539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.
- 540.** For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.
- 541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.
- 542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.
- 543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

3. The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

4. The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a.) upon the completion of the work subsidized; or
- (b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or
- (c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or
- (d.) with respect to (b.) and (c.), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatae, not exceeding 33 miles; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles; subject, however, to the company carrying out the undertakings contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

6. The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

7. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the Government of Canada shall

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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 544. To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.
- 545. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.
- 546. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.
- 547. To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

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- 548.** To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.
- 549.** To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.
- 550.** For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.
- 551.** For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 552.** For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.
- 553.** For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.
- 554.** For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.
- 556.** For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.
- 557.** To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.
- 558.** To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.
- 559.** For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 560.** To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.
- 561.** To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.

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- 562.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.
- 563.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.
- 564.** For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding $4\frac{1}{2}$ miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.
- 565.** For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.
- 566.** To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.
- 567.** To the Halifax and South-western Railway Company, for the following lines of railway:—
- (a.) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.
 - (b.) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.
 - (c.) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.
 - (d.) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.
- The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectively.
- 568.** To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.
- 569.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.
- 570.** To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.
- 571.** For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.

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- 572.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.
- 573.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.
- 574.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.
- 575.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).
- 576.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.
- 577.** To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.
- 578.** To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.
- 579.** To the Thunder Bay, Nepigon and St. Joe Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.
- 580.** To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.
- 581.** To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.
- 582.** To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.
- 583.** To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.
- 584.** To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.
- 585.** To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St. Jerome, to connect with the Great Northern Railway, not exceeding 22 miles.
- 586.** To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.
- 587.** For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.
- 588.** For a line of railway from Lake Nominigou to Le Lièvre, not exceeding 35 miles.

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- 589.** For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.
- 590.** To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.
- 591.** For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.
- 592.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.
- 593.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.
- 594.** To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.
- 595.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding $2\frac{1}{2}$ miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.

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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mine Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say:—

623. Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, \$15,000.

624. Towards the construction of the steel superstructure of a railway bridge on the St. Francis River in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, \$50,000.

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625. To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

626. To the Chateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Île bridge granted by item 33 of section 2 of chapter 8 of 1900, \$40,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a.) upon the completion of the work subsidized; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(c.) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in

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Council; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be judge.

By Special Act 4 Edward VII., Chap. 34, 1904.

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, add careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of 50 per cent on so much of the average cost of the mileage subsidized as in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

627. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 14 miles.

628. To the Bruce Mines and Algoma Railway Company, for the following lines of railway:—

- (a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles;
- (b.) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles;
- (c.) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 67 of 1903, not exceeding 21 miles.

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- 629.** To the Nepigon Railway Company, for the following lines of railway :—
- (a.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;
 - (b.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding $3\frac{1}{2}$ miles ;
 - (c.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding $1\frac{1}{2}$ mile :
 - (d.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;
- The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.
- 630.** For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.
- 631.** To the Chateauguay and Northern Railway, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the Town of Joliette, passing at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.
- 632.** To the Great Northern Railway Company of Canada, to enable it to extend its railway from Arundel to a point in the municipality of the united Townships of Preston and Hartwell, Province of Quebec, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.
- 633.** To the Chateauguay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.
- 634.** To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.
- 635.** To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.
- 636.** For a line of railway from Lardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 29 of section 2 of chapter 7 of 1903, not exceeding 30 miles.
- 637.** To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.

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3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction of the bridge also hereinafter mentioned, that is to say :—

638. To the Chateaugay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding \$51,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) Upon the completion of the work subsidized ; or

(b.) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1904, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridge so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transpor-

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tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under the Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c.) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer,

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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

2. In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.

PART IV

MISCELLANEOUS STATEMENTS

5-6 EDWARD VII., A. 1906

No.

SUBSIDY AGREEMENTS for the Construction of Railways

| No. of Contract. | Date of Signature. | Name of Railway. | Line of Railway to be Constructed. | AUTHORITY FOR EXECUTION. | |
|------------------|--------------------|-----------------------------------------------|---------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|
| | | | | Act Parliament. | Order in Council. |
| 15771 | Feb. 25, 1905 | Atlantic, Quebec & Western Ry. Co. | From Caspé to Causapescal to Edmundson, and from Paspebiac to Gaspé. | Can., 1903, c. 57. | Jan. 28, 1905. |
| 15609 | Oct. 7, 1904 | Bracebridge & Trading Lake Ry. Co. | From Bracebridge, in Muskoka, to a point near Baysville, Ont. | Can., 1904, c. 34. | Oct. 3, 1904. |
| 15613 | " 20, 1904 | Bruce Mines & Algoma Ry. Co. | From Gordon Lake Station to Rock Lake. | Can., 1904, c. 34. | Sept. 19, 1904. |
| 15720 | Jan. 28, 1905 | " " | From Bruce Mines Jct. to town of Bruce Mines. | Can., 1904, c. 34. | Jan. 7, 1905. |
| 15596 | Oct. 5, 1904 | Cape Breton Ry. Co., Ltd. | From St. Peter's to Louisburg. | Can., 1903, c. 57. | Feb. 12, 1904. |
| 15645 | Nov. 12, 1904 | Chateauguay & Northern Ry. Co. | Balance of subsidy for bridge from Bout de L'Ile to Charlemagne. | Can., 1904, c. 34. | Sept. 26, 1904. |
| 15646 | " 12, 1904 | " " | Additional grant for Bout de L'Ile Bridge. | Can., 1903, c. 57. | " 26, 1904. |
| 15860 | May 13, 1905 | International Ry. Co. of New Brunswick. | From W. end of its 10 mi. towards point on St. John River between Grand Falls and Edmundston, &c. | Can., 1903, c. 57. | May 8, 1905. |
| 15580 | Sept. 8, 1904 | James Bay Ry. Co. | From Toronto to Sudbury. | Can., 1903, c. 57. | Dec. 24, 1903, & July 23, 1904. |
| 15617 | Oct. 20, 1904 | Kootenay & Arrowhead Ry. Co. | From Lardo towards Upper Arrow Lake, B.C. | Can., 1904, c. 34. | Sept. 23, 1904. |
| 15739 | Feb. 1, 1905 | Klondike Mines Ry. Co. | From Dawson to Stewart River. | Can., 1903, c. 57. | May 7, Dec. 24, 1904, & Jan. 7, 1905. |
| 15626 | Oct. 28, 1904 | Minudie Coal Co., Ltd. | From point on Joggins Ry. to village of Minudie. | Can., 1903, c. 57. | Sept. 19, 1904. |
| 15917 | July 5, 1905 | Mabou & Gulf Ry. Co., Ltd. | From Mabou Coal Mines to point near Glendyer, thence to Orangedale on I.C.R. | Can., 1903, c. 57. | June 28, 1905. |
| 15956 | " 28, 1905 | Midway & Vernon Ry. Co. | From Midway to Vernon. | Can., 1903, c. 57. | " 28, 1905. |
| 15846 | April 27, 1905 | Nicola, Kamloops & Similkameen Coal & Ry. Co. | From Spence's Bridge on C.P.R. to Nicola Lake. | Can., 1903, c. 57. | Apr. 20, 1905. |
| 15787 | Mar. 9, 1905 | Orford Mountain Ry. Co. | From Eastman to Town-line bet. Tp. of Bolton, E. pt., and Tp. of Potton. | Can., 1903, c. 57. | Feb. 10, 1905. |
| 15903 | June 12, 1905 | " " | From Kingsbury to Windsor Mills. | Can., 1903, c. 57. | Mar. 25, 1905. |
| 15910 | " 23, 1905 | " " | From point on main line between Lawrenceville and Eastman to Lake Bonella. | Can., 1903, c. 57. | " 25, 1905. |
| 15606 | Oct. 12, 1904 | Quebec & Lake St. John Ry. Co. | From La Tuque, on St. Maurice River, to point near River Jeannotte. | Can., 1903, c. 57. | May 5, 1904. |

DEPARTMENT OF RAILWAYS AND CANALS,
 .. OTTAWA, September 23, 1905.

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1.

entered into during the Fiscal Year ended June 30, 1905.

| AMOUNT OF SUBSIDY. | | Number of Miles Subscribed. | Maximum Grade. Feet per Mile. | Radius of Curvature Not less than. | Width of Clearing Each Side. | Width of Cutting. | Embankment. | Steel Rails, lb. per Lineal Yard. | Date for Completion. |
|--------------------|-------------------|--------------------------------|----------------------------------|---------------------------------------|---------------------------------|-------------------|-------------|--------------------------------------|----------------------------|
| Per Mile. | Not exceeding. | | | | | | | | |
| \$ | \$ | | Feet. | Feet. | Feet. | Feet. | Feet. | Lb. | |
| 3,200 | 6,400 p. mile. | 362 | 79 | 955 | 50 | 20 | 15 | 56 | Aug. 1, 1907 |
| 3,200 | 6,400 " | 15 | 106 | 716 | 50 | 20 | 15 | 56 | Oct. 31, 1905 |
| 3,200 | 6,400 " | 6 | 80 | 573 | 50 | 20 | 15 | 56 | Dec. 1, 1904 |
| 3,200 | 6,400 " | 3 | 128 | 1,146 | 50 | 20 | 15 | 56 | July 1, 1905 |
| 3,200 | 6,400 " | 50 | 52·80 | 818 | 50 | 20 | 15 | 56 | Aug. 1, 1907 |
| ..... | 51,000 " | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Oct. 31, 1904 |
| ..... | 50,000 " | ..... | ..... | ..... | ..... | ..... | ..... | ..... | " 31, 1904 |
| 3,200 | 6,400 " | 67 & 33 | 80 | 573 | 50 | 20 | 15 | 56 | Aug. 1, 1907 |
| 3,200 | 6,400 " | 265 | 52·80 | 955 | 50 | 20 | 15 | 56 | " 1, 1907 |
| 3,200 | 6,400 " | 30 | 106 | 410 | 50 | 20 | 14 | 56 | Sept. 1, 1906 |
| 3,200 | 6,400 " | 84 | 159 | 320 | 30 | 16 | 12 | 52 | Aug. 1, 1907 |
| 3,200 | 6,400 " | 6 | 70 | 637 | 50 | 20 | 15 | 56 | Oct. 1, 1905 |
| 3,200 | 6,400 " | 34 | 224 | 528 | 50 | 20 | 15 | 56 | July 1, 1907 |
| 3,200 | 6,400 " | 150 | 106 | 478 | 50 | 20 | 15 | 56 | " 1, 1907 |
| 3,200 | 6,400 " | 45 | 58·08 | 478 | 50 | 20 | 15 | 56 | Aug. 1, 1907 |
| 3,200 | 6,400 " | 12 | 52·80 | 818 | 33 | 20 | 15 | 56 | Feb. 1, 1906 |
| 3,200 | 6,400 " | 10 | 74 | 717 | 33 | 20 | 15 | 56 | July 1, 1907 |
| 3,200 | 6,400 " | 5 | 95 | 1,146 | 33 | 20 | 15 | 56 | " 1, 1906 |
| 3,200 | 6,400 " | 35 | 52·80 | 716 | 50 | 20 | 15 | 56 | Dec. 1, 1905 |

HAZEN HANSARD,
Law Clerk.

SESSIONAL PAPER No. 20

2.—CONTRACTS entered into during the fiscal year ended June, 1905—*Continued.*1.—INTERCOLONIAL RAILWAY—*Continued.*

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| | 1904. | | |
| 15737 | Dec. 5 | Thomas Barnhill | Erect building for passengers and freight at South Uniacke, N.S. |
| | 1905. | | |
| 15738 | Jan. 25 | City of Sydney | Supply water to I.C.R. |
| 15743 | " 27 | Cloutier & Gaudreau | Remodel station at St. Pacome, Que. |
| 15753 | " 20 | J. B. McManus, Ltd. | Repair cribwork on Courtney Bay Branch. |
| 15757 | Feb. 8 | Thomas A. Barnhill | Erect freight shed, &c., at Mulgrave, N.S. |
| 15758 | " 6 | Town of Stellarton | Supply water to I.C.R. |
| 15761 | " 14 | James W. McDonald | Double tracking between Stellarton and New Glasgow, N.S. |
| 15762 | " 14 | Cloutier & Gaudreau | Remodel and enlarge station at Montmagny, Que. |
| *15763 | " 8 | Canadian Locomotive Co., Ltd. | Deliver 25 locomotives. |
| 15769 | " 22 | J. B. McManus, Ltd. | Construct cribwork protection to bridge at Grand Narrows, N.S. |
| 15774 | " 22 | American Furniture Co. | Erect station at Alton, N.S. |
| | 1904. | | |
| 15782 | Nov. 10 | Emil A. Wallberg | Fan system heating for engine house at Ste. Flavie and Rivière du Loup, Que. |
| 15784 | Oct. 20 | " | Provide pipes, fittings, &c., in connection with engine house at Chaudière Junction, Ste. Flavie and Rivière du Loup, Que. |
| | 1905. | | |
| 15803 | Mch. 3 | Reid McManus | Widen road-bed between Rockingham and Bedford Bridge, N.S. |
| 15805 | Mch. 1 | Alexis Belanger | Erect station and freight shed at Ste. Helene, Que. |
| 15806 | " 3 | " | Improve station and erect dwelling for station master at Rivière Ouelle, Que. |
| 15807 | Feb. 22 | N. E. Montgomery | Erect station at Drummondville, Que. |
| 15808 | " 22 | John Goulett | Addition to station at Charlo, N.B. |
| 15809 | " 22 | Thomas A. Barnhill | Remodel station and construct freight shed and platform at Canaan, N.B. |
| 15826 | Mch. 3 | John F. Comeau | Addition to freight shed at Bathurst, N.B. |
| 15823 | Apl. 1 | Thomas C. Simpson | Erect stores and office building at Stellarton, N.S. |
| 15824 | Mch. 16 | Dominion Bridge Co. Ltd. | Erect bridge across East River at New Glasgow, N.S. |
| 15825 | " 24 | S. R. Gaudet & E. LeBlanc. | Erect station and improve freight shed at Memramcook, N.B. |
| 15830 | " 13 | Dussault, Lemieux & Powers | Repair cribwork west of station at Levis, Que. |
| 15839 | Apl. 15 | J. H. McKay | Erect engine house at Amherst, N.S. |
| 15840 | " 15 | Alfred J. Stevens | Supply and set up in place induced draft plant in boiler room of new baggage room at Levis, Que. |
| 15841 | " 5 | Cloutier & Gaudreau | Remodel station and build coal shed at Ste. Louise, Que. |
| 15844 | " 18 | Algoma Steel Co. Ltd. | Supply 10,000 tons of 80 lb. steel rails. |
| 15848 | May 1 | Willard Kitchen | Single track diversion at St. Michel, Que. |
| 15849 | " 1 | " | " " at St. Leonard Junction, Que. |
| 15862 | " 10 | Dominion Bridge Co. Ltd. | Erect bridges at Bedford, St. Laurent, Mitchell and Morell River. |
| 15863 | " 13 | Cloutier & Gaudreau | Addition to station at Ste. Anne, Que. |
| 15864 | " 15 | Lachance & Fils | Erect ice house at Rivière du Loup, Que. |
| 15866 | Apl. 28 | Joseph Goulett | Addition to station at St. Alexis, Que. |
| 15872 | Feb. 1 | Dominion Bridge Co. Ltd. | Supply roof trusses for car shop at Moncton, N.B. |
| 15873 | May 13 | Crosen Car Mfg. Co. Ltd. | Deliver 4 second class, 4 parlor, 4 postal, 4 baggage and 50 box cars. |
| 15877 | " 13 | The Rathbun Co. | Deliver 25 box cars. |
| 15880 | " 13 | Napoleon Bernier | Addition to station at St. Charles Junction, Que. |
| 15884 | Apl. 11 | O. Carboneau | Supply water to I.C.R. at L'Islet, Que. |
| 15888 | May 13 | Tilman D. LeBlanc | Addition to freight shed, etc., at Moncton, N.B. |
| 15889 | " 13 | " | " " " at Sussex, N.B. |
| 15890 | Apl. 15 | H. Boulay & Co | Erect station and dwelling at Salmon Lake, Que. |

N.B.—*15763 cancels Contract No. 15590 which appeared in last year's report.

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2.—CONTRACTS entered into during the fiscal year ended June, 1905—*Continued.*1.—INTERCOLONIAL RAILWAY—*Continued.*

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|---------------------------------|-------------------------------------------------------------------|
| 1905. | | | |
| 15904 | June 12 | R. H. Canavan | Erect station at Windsor, N.S. |
| 15906 | May 17 | W. J. Sims | Excavation for extending yard at Halifax, N.S. |
| 15907 | Mch. 1 | Rhodes, Curry & Co., Ltd. | Deliver 50 box cars. |
| 15908 | Apl. 1 | " | Deliver 200 platform cars. |
| 15911 | May 13 | Oxford Furniture Co., Ltd. | Erect freight shed at Oxford, N.S. |
| 1900. | | | |
| *15913 | Nov. 30 | Rhodes, Curry & Co., Ltd. | Supply 2,000 car wheels. |
| 1905. | | | |
| 15925 | June 12 | Town of Antigonish | Supply water to I.C.R. |
| 15929 | May 13 | Frank Wilson | Extend freight shed and platform at Shubenacadie, N.S. |
| 15931 | Apl. 3 | Murray M. Churchill | Addition to station at Nash's Creek, N.B. |
| 15932 | " 15 | " | Provide toilet accommodation in freight shed at Campbellton, N.B. |
| 15933 | " 15 | " | Erect baggage room and addition to station at Rogersville, N.B. |
| 15939 | May 13 | F. L. Dixon & A. D. Falconer .. | Erect freight shed on pier No. 8, Halifax, N.S. |
| 15946 | June 20 | Frank Wilson | Addition to freight shed at Truro, N.S. |
| 1904. | | | |
| +15554 | Aug. 10 | William Currie & Co. | Erect dwelling at Eel River, N.B. |
| +15576 | July 27 | Rhodes, Curry & Co., Ltd. | Supply 3,000 car wheels. |
| +15578 | " 27 | John McDougall & Co. | Supply 1 000 car wheels. |
| +15579 | Sept. 8 | Flood & Bates | Erect stores and office building at St. John, N.B. |
| +15585 | " 8 | Honore Huard | Move freight shed at Levis, Que. |

2.—PRINCE EDWARD ISLAND RAILWAY.

| | | | |
|-------|----------|--------------------------------|----------------------------------------------------------------------------------|
| 1904. | | | |
| 15522 | July 11 | Willard Kitchen | Straightened main line at Curtis Creek, P.E.I. |
| 15589 | Sept. 22 | J. M. Clark & Co. | Erect station at Alberton, P.E.I. |
| 1905. | | | |
| 15716 | Jan. 9 | M. F. Schurman & Co. | Erect station at Piusville and addition to York Station, P.E.I. |
| 15717 | " 9 | " | Erect station at Kensington, P.E.I. |
| 15718 | " 9 | J. M. Clark & Co. | Erect station at Bloomfield and Miscouche, P.E.I. |
| 1904. | | | |
| 15721 | Dec. 20 | M. F. Schurman & Co. | Erect 8 water tanks. |
| 1905. | | | |
| 15750 | Jan. 20 | Ronald Campbell | Extend freight houses on railway wharf and in railway yard at Summerside, P.E.I. |
| 15756 | Feb. 6 | M. F. Schurman & Co. | Construct branch of railway from Murray Harbour Line to Vernon River Bridge. |
| 15765 | " 14 | Willard Kitchen | Construct branch line of railway from Cardigan to Montague Bridge. |
| 15804 | Mch. 14 | " | Connection between main line and Hillsborough River Bridge. |
| 15852 | May 2 | M. F. Schurman & Co. | Erect station at St. Teresa, P.E.I. |
| 15862 | " 10 | Dominion Bridge Co., Ltd. | Erect bridge at Morell River, P.E.I. |
| 15923 | " 13 | M. F. Schurman & Co. | Erect stations, freight sheds, water tanks, &c. |

* Too late for last year's report.

† Should come in at beginning of list of I.C.R. contracts.

SESSIONAL PAPER No. 20

2.—CONTRACTS entered into during the fiscal year ended June 30, 1905—*Continued*.

3.—BEAUHARNOIS CANAL.

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|-------------------------------------|------------------------------------------------------------|
| | 1904. | | |
| 15688 | Dec. 20 1905. | O. Cossette & Frère..... | Reconstruct south wall of supply weir at Valleyfield, Que. |
| 15914 | May 10 | Lakefield Portland Cement Co., Ltd. | Supply 1,900 barrels of Portland cement. |

4.—CHAMBLY CANAL.

| | | | |
|-------|---------|-----------------------|------------------------------------------------|
| | 1904. | | |
| 15643 | Nov. 10 | J. E. Hebert..... | Supply 1,800 cu. yds. of crushed stone. |
| 15667 | " 10 | " | Supply 13,000 cu. yds of broken stone. |
| 15672 | " 26 | Valentine Trahan..... | Erect wharf and freight shed at St. John, Que. |

5.—CORNWALL CANAL.

| | | | |
|-------|---------------|----------------------------------|----------------------------------------------------------------------------------|
| | 1904. | | |
| 15607 | Sept. 29 | Smart-Turner Machine Co. | Deliver travelling crane. |
| 15629 | Nov. 7 | W. J. Poupore Co., Ltd. | Widen and deepen channel between east end of revetment wall and Old Lock No. 17. |
| 15630 | " 10 | J. J. Fallon | Widen and enlarge regulating weir at Old Lock No. 17. |
| 15660 | " 28 | W. H. C. Musson & Co..... | Installation of concreting outfit. |
| 15671 | " 26 | W. J. Poupore & Co., Ltd. | Improve channel west of upper entrance. |
| 15675 | Dec. 15 1905. | Driscoll & Fitzpatrick..... | Erect office building at Cornwall, Ont. |
| 15800 | Mch. 10 | Railway Spring & Supply Co., Ltd | Supply wood and iron-working machinery for canal shops. |

6.—FARRAN'S POINT CANAL.

| | | | |
|-------|---------------|----------------------------------|------------------------------------------|
| | 1904. | | |
| 15536 | July 14 1905. | Acetylene Construction Co., Ltd. | Construct acetylene gas lighting system. |
| 15768 | Feb. 10 | John Inglis Co., Ltd. | Deliver steel gate lifter. |

7.—GALOPS CANAL.

| | | | |
|-------|---------------|---------------------------------|----------------------------------------------------------------------|
| | 1904. | | |
| 15709 | Dec. 20 1905. | John O'Leary..... | Stopping of leakage through south bank near end of Iroquois Section. |
| 15919 | May 13 | Edwardsburg Starch Co., Ltd.... | Supply electric power for operating swing bridge at Cardinal, Ont. |

8.—GRENVILLE CANAL.

| | | | |
|-------|---------------|------------------------------------|------------------------------------------|
| | 1904. | | |
| 15691 | Dec. 20 1905. | O. Martineau & Fils. | Rebuild wharf at upper entrance. |
| 15853 | May 1 | Canadian Portland Cement Co., Ltd. | Supply 3,000 barrels of Portland cement. |

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2.—CONTRACTS entered into during the fiscal year ended June 30, 1905.—*Continued.*

9.—LACHINE CANAL.

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|--------------------------------------|------------------------------------------------------------------------|
| 1904. | | | |
| 15537 | July 25 | Quinlan & Robertson..... | Raising part of new St. Gabriel Shed No. 1. |
| 15658 | Nov. 19 | " " | Construct concrete retaining wall, etc., on North Side of Basin No. 1. |
| 15689 | Dec. 20 | " " | Repair portions of Government dry dock at W. end of Basin No. 2. |
| 15788 | Mar. 3 | Rogers & Taylor..... | Construct substructure of Atwater Avenue Bridge. |
| 15834 | " 30 | Phoenix Bridge and Iron Works Ltd. | Deliver 18 steel girders for Lock Gates. |
| 15835 | Apl. 1 | Quinlan & Robertson | Rebuild slope walls. |
| 15842 | " 12 | John Keegan..... | Deliver 1,200 cu. yds. of crushed stone. |
| 15851 | May 1 | Quinlan & Robertson..... | Construct retaining wall and underpinning of old wall at Basin No. 2. |
| 15854 | " 1 | Canadian Portland Cement Co., Ltd. | Supply 3,400 brls. of Portland cement. |
| 15855 | Mar. 22 | Lakefield Portland Cement Co., Ltd. | " 5,300 " " " |
| 15915 | May 13 | Owen Sound Portland Cement Co., Ltd. | " 7,000 " " " |

10.—RIDEAU CANAL.

| | | | |
|-------|---------|---------------------------------------------|-----------------------------------------------------------------------------|
| 1904. | | | |
| 15560 | Aug. 17 | W. McNally & Co | Deliver 3,000 brls. of cement. |
| 15563 | " 25 | Locomotive & Machine Co., of Montreal, Ltd. | Erect highway bridge at Smith's Falls, Ont. |
| 15614 | Oct. 20 | John O'Leary..... | Construct concrete dam at Poonamalie Lock Station. |
| 1905. | | | |
| 15918 | Mar. 17 | Robt. Anderson..... | Carbon and patrol electric light line from foot of locks to Laurier Bridge. |

11.—SAULT STE. MARIE CANAL.

| | | | |
|-------|---------|-------------------|--------------------------------------------------------------|
| 1904. | | | |
| 15666 | Nov. 25 | O'Boyle Bros..... | Construct extension to south mooring pier of upper entrance. |
| 15861 | May 3 | C. S. Boone | Deepen and widen channel way of upper entrance. |

12.—SOULANGES CANAL.

| | | | |
|-------|---------|-------------------------------|---------------------------------------------------|
| 1904. | | | |
| 15623 | Oct. 19 | Dominion Bridge Co., Ltd..... | Erect steel highway bridge at Coteau du Lac, Que. |

13.—TRENT CANAL.

| | | | |
|-------|---------|--------------------------------|-----------------------------------------------|
| 1905. | | | |
| 15802 | Feb. 15 | Dominion Bridge Co., Ltd. | Construct hydraulic lock near Kirkfield, Ont. |
| 15918 | May 13 | Wm. Hamilton Mfg Co., Ltd.... | Deliver dredging machinery. |

SESSIONAL PAPER No. 20

2.—CONTRACTS entered into during the fiscal year ended June, 1905—*Concluded.*

14.—WELLAND CANAL.

| No. of Contract. | Date of Signature. | Contractors. | General Description. |
|------------------|--------------------|-------------------------------------------|-------------------------------------------------------------------------|
| | 1904. | | |
| 15570 | Aug. 10 | Dominion Bridge Co., Ltd. | Erect bridges at Allanburg and Marlatt's Crossing. |
| 15602 | Sept. 29 | Joseph Battle..... | Construct substructures of bridges at Allanburg and Marlatt's Crossing. |
| 15620 | Nov. 7 | " | Extend culvert under Canal Street, Welland, Ont. |
| 15644 | " 10 | Northern Aluminum Co., Ltd.... | Supply bare aluminum conductors. |
| 15679 | Dec. 15 | Joseph Battle..... | Construct substructure of bridge No. 11. |
| | 1905. | | |
| 15744 | Jan. 20 | Rowan & Elliott..... | Construct substructure of Niagara Street Bridge, St. Catharines, Ont. |
| 15749 | " 20 | Hamilton Bridge Wks. Co., Ltd.. | Erect Niagara St. Bridge, St. Catharines, Ont. |
| 15766 | Feb. 20 | Ahearn & Soper Ltd..... | Electrical transmission system. |
| 15799 | Mar. 3 | J. H. Kratz & Co. | Supply lumber, etc., for 1905. |
| 15801 | " 3 | Niagara Falls Machine & Foundry Co., Ltd. | Supply iron and brass castings for 1905. |
| 15827 | " 18 | Magann & Phinn..... | Remove centre pier work of bridges at Allanburg and Marlatt's Crossing. |
| 15831 | " 11 | Mason, Gordon & Co. | Supply timber for 1905. |
| 15832 | " 11 | McCleary & McLean..... | " " " |
| 15833 | " 20 | Joseph Battle..... | Repair foundations of locks Nos. 12, 15 and 16. |
| 15843 | Apr. 24 | Cunningham & Son..... | Supply iron and brass castings for 1905. |
| 15867 | May 11 | Canadian Bridge Co., Ltd. | Erect railway bridge between locks 24 and 25 near Thorold, Ont. |
| 15871 | " 13 | Larkin & Sangster..... | Construct foundations of grain elevator, Pt. Colborne, Ont. |
| 15942 | " 13 | Joseph Battle..... | Construct stone protection between Thorold and Pt. Colborne, Ont. |
| 15947 | " 10 | Ahearn & Soper, Ltd. | Supply arc lamp cut-outs and transformer. |

HAZEN HANSARD,
*Law Clerk.*DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 23, 1905.

5-6 EDWARD VII., A. 1906

No.

No. 3.—WATER POWER and other Public Property leased by the Department

1.—INTERCOLONIAL

| No. of Lease. | Date of Signature. | Lessee. | Property Leased. |
|---------------|--------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 1904. | | | |
| 15561 | Aug. 24. | Robert McLean. | Privilege to lay water pipe at Nash's Creek, N.B. |
| 15567 | " 23. | James Skean. | Land near Charlo, N.B. |
| 15577 | Sept. 8. | J. C. Jones. | " at Petitoodiac, N.B. |
| 15592 | " 29. | David Patterson. | " at Thomson Station, N.S. |
| 15593 | " 29. | M. A. McLeod. | " at Point Tupper, N.S. |
| 15594 | " 29. | McKenzie & Graham. | " at Truro, N.S. |
| 15612 | Oct. 20. | Jos. Raymond. | Privilege to lay 4-in. pipe at Cedar Hall, Que. |
| 15619 | " 20. | Town of Lévis. | Pts. lot 422 in Lauzon Ward, Lévis, Que. |
| 15631 | Nov. 12. | The Price Porritt Pulp and Paper Co. | Land at Rimouski Station, &c. |
| 15650 | " 10. | Amherst town. | Privilege to lay an 8-in. pipe. |
| 15652 | " 19. | Rothsay Water and Improvement Co. | Privilege to lay 2 pipes at Rothsay, N.B. |
| 15653 | " 28. | Canadian Oil Co., Ltd. | Privilege to lay pipe line at Tannery Siding, N.S. |
| 15654 | " 28. | Canadian Oil Co., Ltd. | Land at St. John, N.B., &c. |
| 15668 | " 28. | Town of Campbellton. | " at Campbellton, N.B. |
| 15702 | Dec. 20. | Wm. H. Miller. | " " " |
| 1905. | | | |
| 15714 | Jan. 9. | J. H. Hickman & Co. | Land at Dorchester, N.B. |
| 15751 | " 20. | New Brunswick Coal and Ry. Co. | Privilege to maintain 4-in. pipe at Norton, N.B. |
| 15759 | Feb. 6. | O. Brouillard. | Land at Carmel, Que. |
| 1904. | | | |
| 15798 | Dec. 27. | Fillmore & Morris, Ltd. | Land at Amherst, N.S. |
| 1905. | | | |
| 15819 | Mch. 21. | The Desjardins Co. | Land at St. André, Kamouraska County, Que. |
| 15905 | June 24. | Halifax Transfer Co. | Privilege to solicit baggage for transfer at Halifax, N.S., on trains running between Windsor Jct. and Halifax. |
| 15912 | " 24. | Town of Pictou. | Privilege to lay a 6-in. pipe. |

2.—BEAUHARNOIS

| | | | |
|-------|----------|-------------|-------------------------------------------------------|
| 1904. | | | |
| 15531 | July 15. | Thos. Hood. | Land at E. end of Govt. Dam in Parish of Ste. Cecile. |

3.—CARILLON

| | | | |
|-------|----------|------------------------------------|------------------------------------|
| 1905. | | | |
| 15894 | June 12. | Bell Telephone Co. of Canada, Ltd. | Privilege to erect telephone line. |

SESSIONAL PAPER No. 20

3.

of Railways and Canals during the Fiscal Year ended June 30, 1905.

RAILWAY.

| Area. | Amount of Water Power. | Term. | Commence- ment of Term. | TERMS OF PAYMENT. | | |
|-----------------------------|------------------------------|-------------------------------|-------------------------------|-------------------|-------------------|-----------------------------|
| | | | | Annual Rental. | Due each year. | First Instalment due. |
| | | | | \$ cts. | | |
| | | During pleasure..... | July 1, 1903 | 1 00 | July 1.. | July 1, '03 |
| 0.062 acres..... | | "..... | May 1, 1904 | 5 00 | May 1.. | May 1, '04 |
| 1,800 sq. ft.... | | "..... | July 1, 1904 | 10 00 | July 1.. | July 1, '04 |
| 898 sq. ft..... | | "..... | " 1, 1904 | 1 00 | " 1.. | " 1, '04 |
| 0.47 acres..... | | "..... | May 1, 1904 | 5 00 | May 1.. | May 1, '04 |
| 0.11 "..... | | "..... | Sept. 1, 1904 | 5 00 | Sept. 1.. | Sept. 1, '04 |
| | | "..... | Aug. 1, 1904 | 1 00 | Aug. 1.. | Aug. 1, '04 |
| 4,772, 3,194 sq. ft..... | | 21 years ren'ble for ever. | Oct. 1, 1904 | 1 00 | Oct. 1.. | Oct. 1, '04 |
| 3,395 sq. ft.... | | During pleasure..... | July 1, 1904 | 1 00 | July 1.. | July 1, '04 |
| | | "..... | " 1, 1904 | 1 00 | " 1.. | " 1, '04 |
| | | "..... | " 1, 1904 | 2 00 | " 1.. | " 1, '04 |
| | | "..... | Nov. 1, 1904 | 1 00 | Nov. 1.. | Nov. 1, '04 |
| 0.27 acres..... | | "..... | " 1, 1904 | 2 00 | " 1.. | " 1, '04 |
| 180 sq. ft..... | | "..... | Sept. 1, 1904 | ..... | ..... | ..... |
| 4 acres..... | | "..... | " 1, 1904 | 25 00 | Sept. 1.. | Sept. 1, '04 |
| | | | | | | |
| 336 sq. ft..... | | "..... | July 1, 1904 | 1 00 | July 1.. | July 1, '04 |
| | | "..... | " 1, 1904 | 1 00 | Dec. 1.. | Dec. 1, '04 |
| 67.7 acres..... | | "..... | Dec. 1, 1904 | 10 00 | " 1.. | " 1, '04 |
| | | | | | | |
| 80 sq. ft. | | "..... | July 1, 1904 | 1 00 | July 1.. | July 1, '04 |
| | | | | | | |
| 2,000 sq. ft.... | | 5 years..... | " 1, 1904 | 1 00 | " 1.. | " 1, '04 |
| | | | May 1, 1905 | 500 00 | Quarterly. | Aug. 1, '05 |
| | | During pleasure..... | July 1, 1904 | 1 00 | July 1.. | July 1, '04 |

CANAL

| | | | | | |
|-------------------|----------------------|--------------|-------|----------|-------------|
| 57,180 sq. ft.... | During pleasure..... | July 1, 1903 | 10 00 | July 1.. | July 1, '03 |
|-------------------|----------------------|--------------|-------|----------|-------------|

CANAL.

| | | | | | |
|-------|--------------------|--------------|------|----------|------------|
| | During pleasure .. | June 1, 1905 | 1 00 | June 1.. | June 1 '05 |
|-------|--------------------|--------------|------|----------|------------|

5-6 EDWARD VII., A. 1906

No. 3.—WATER POWER and other Public Property leased by the Department of

4.—CHAMBLY

| No. of Lease. | Date of Signature. | Lessee. | Property Leased. |
|---------------|--------------------|-------------------------|---------------------------------------------|
| | 1904. | | |
| 15550 | July 25 | Town of St. John's..... | Pt. cad. lot, No. 1157, St. John's Que..... |

5.—CORNWALL

| | | | |
|-------|--------|----------------------------|--------------------------------------------------------------|
| | 1905. | | |
| 15783 | Mch. 2 | Toronto Paper Mfg. Co..... | Pt. E $\frac{1}{2}$ lot 14, con. 1, Township of Cornwall.... |

6.—GALOPS

| | | | |
|-------|-----------|-------------------|-------------------------------------------|
| | 1904. | | |
| 15669 | Nov. 26.. | E. V. Dodge | Land on N. side of Cardinal section |

7.—LACHINE

| | | | |
|-------|----------|------------------------------------------------|------------------------------------------------------------------------------|
| | 1904. | | |
| 15532 | July 15 | New Ontario Steamship Co., Ltd., <i>et al.</i> | 400 ft. space in flour shed No. 1..... |
| 15543 | " 1 | F. V. Chisdell..... | Land at upper end of Wellington Basin, Montreal. |
| 15547 | Aug. 3 | Town of Côte St. Paul..... | Privilege to lay a 16" pipe, etc..... |
| 15552 | " 15 | Canadian Pacific Railway Co..... | Privilege to lay single track along S. Bank of Canal. |
| 15556 | " 12 | Jno. McDougall Caledonian Iron Works Co. | Pt. lot 1068, St. Ann's Ward, Montreal..... |
| 15595 | Sept. 29 | A. W. Hepburn..... | 275 ft. space in flour shed No. 1..... |
| 15618 | Oct. 20 | C. A. Jacques..... | Sheds Nos. 4 and 5 on S. side of Basin No. 2..... |
| 15621 | " 28 | The Ogilvie Flour Mills Co. Ltd.. | Privilege to erect overhead conveyor on S. side of Basin No. 2. |
| 15647 | Nov. 10 | Montreal Street Railway Co..... | Privilege to lay single track over Côte St. Paul Bridge. |
| | 1905. | | |
| 15705 | Janv. 7 | Grand Trunk Ry. Co. of Canada. | Privilege to lay 2 spur lines on North Bank of Canal. |
| 15735 | " 9 | Richelieu & Ontario Nav. Co..... | Flour shed No. 2 between Basins Nos. 3 & 4..... |
| 15754 | " 24 | Canada Car Co., Ltd..... | Privilege to run tram lines, etc., on north side of Canal. |
| 15760 | Feb. 6 | Grand Trunk Ry. Co. of Canada. | Privilege to lay a siding into premises of Canada Malting Co., St. Henri. |
| 15767 | " 8 | Dobell, Beckett & Co..... | Wharf lots 9 & 10, S. E. side of Wellington Basin. |
| 15794 | " 25 | Grand Trunk Ry. Co. of Canada. | Land W. of Turcot Village..... |
| 15820 | Mch. 20 | The Ogilvie Flour Mills Co. Ltd. | Privilege to erect trestle bridges and to lay track line of railway on same. |
| 15837 | Apl. 14 | J. H. Huchison..... | Privilege to erect travelling crane in St. Henri. |
| 15838 | " 15 | Town of Lachine..... | Cadastre lot 807, pt. S. bank of old Canal opposite Lachine, Que. |
| 15897 | June 8 | Grand Trunk Ry. Co. of Canada. | Privilege to lay spur line on N. bank of Canal..... |

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1905—*Continued.*

CANAL

| Area. | Amount of Water Power. | Term. | Commence- ment of Term. | Annual Rental. | Due each year. | First Instalment due. |
|------------------|------------------------|---------------|-------------------------------|----------------|-------------------|-----------------------------|
| 4,000 sq. ft.... | | 21 years..... | Jan. 1, 1904 | 1 00 | Jan. 1.. | Jan. 1, '04 |

CANAL.

| | | | | \$ cts. | | |
|----------------|--------------|----------------------|--------------|--------------------------------|---------------------|-------------|
| 0.27 acres.... | 300 h. power | 21 years renewable.. | Jan. 1, 1904 | Land, 24 50 Water, 2,400 00 | Semi-an- nually. | Jan. 1, '04 |

CANAL.

| | | | | | | |
|----------------|--|---------------------|--------------|------|----------|-------------|
| 0.38 acres.... | | During pleasure.... | Nov. 1, 1904 | 5 00 | Nov. 1.. | Nov. 1, '04 |
|----------------|--|---------------------|--------------|------|----------|-------------|

CANAL.

| | | | | | | |
|-------------------|--|----------------------|---------------|---------------------------------------------|---------------------|--------------|
| | | During pleasure.... | May 1, 1904 | 800 00 | Semi-an- nually. | May 1, '04 |
| 22,700 sq. ft.... | | " .. | July 1, 1904 | 550 00 | July 1.. | July 1, '04 |
| | | " .. | " 1, 1904 | 1 00 | " 1.. | " 1, '04 |
| | | 21 years .. | Nov. 1, 1903 | 600 00 | Nov. 1.. | Nov. 1, '03 |
| 7,600 sq. ft.... | | " .. | July 1, 1904 | 19 00 | July 1.. | July 1, '04 |
| | | During pleasure.... | June 1, 1904 | 275 00 | Semi-an- nually. | June 1, '04 |
| | | " .. | Sept. 1, 1904 | 464 00 | Semi-an- nually. | Sept. 1, '04 |
| | | " .. | Oct. 1, 1904 | 1 00 | Oct. 1.. | Oct. 1, '04 |
| | | " .. | July 1, 1904 | 1 00 | July 1.. | July 1, '04 |
| | | 21 years .. | July 1, 1904 | 10 00 | July 1.. | July 1, '04 |
| | | During pleasure.... | Sept. 1, 1904 | 336 00 | Semi-an- nually. | Sept. 1, '04 |
| | | 21 years renewable.. | Jan. 1, 1904 | Each line, 10 00 Each tower, 10 00 | Jan. 1.. | Jan. 1, '04 |
| | | 21 years .. | July 1, 1904 | 1 00 | July 1.. | July 1, '04 |
| 0.85 acres.... | | During pleasure.... | Nov. 1, 1904 | 425 25 | Nov. 1.. | Nov. 1, '04 |
| 16,575 sq. ft.... | | " .. | Feb. 1, 1905 | 33 00 | Feb. 1.. | Feb. 1, '04 |
| | | " .. | Mch. 1, 1905 | 1 00 | Mch. 1.. | Mch. 1, '05 |
| | | " .. | Apl. 1, 1905 | 1 00 | Apl. 1.. | Apl. 1, '05 |
| | | " .. | Feb. 1, 1905 | 1 00 | Feb. 1.. | Feb. 1, '05 |
| | | 20 years .. | July 1, 1905 | 5 00 | July 1.. | July, 1, '05 |

5-6 EDWARD VII., A. 1906

3.—WATER POWER and other Public Property leased by the Department

8.—RIDEAU

| No. of Lease. | Date of Signature. | Lessee. | Property Leased. |
|---------------|--------------------|------------------------|------------------------------------------------------------------------------|
| 1904. | | | |
| 15565 | Aug. 26.. | Town of Perth..... | Privilege to lay 2 sewer pipes..... |
| 15582 | July 14.. | Ottawa City | Pt. of Ordnance land W. of Canal on lot No. 1, con. "C", Township of Nepean. |
| 15583 | " 25.. | " | Pt. lot "K" and "I", con. "C" T'p of Nepean. { |
| 15651 | Nov. 10.. | John Fixter..... | Land in front of sub-lot No. 5 of lot 35, con. "B", Township of Nepean. |
| 15656 | " 26.. | Rideau Canoe Club..... | Pt. lot "I", con. "C", Township of Nepean..... |
| 1905. | | | |
| 15895 | June 12.. | J. M. Guest | Pt. lot 4, con. 1, T'p Oxford Co. of Grenville, Ont.. |
| 15909 | " 24.. | Jno. Woodruff..... | Pt. lot 17, con. 8, T'p Crosby Co. of Leeds, Ont.... |

9.—SAULT STE. MARIE

| | | | |
|-------|-----------|-----------------------------|-------------------------------------------------------------------|
| 1905. | | | |
| 15896 | June 12.. | Canadian Oil Co., Ltd. | Land on N. side of N. lower entrance pier, Sault Ste. Marie, Ont. |

10.—TRENT

| | | | |
|-------|-----------|--------------------|---------------------------------------------------------------|
| 1904. | | | |
| 15624 | Oct. 28.. | P. McPherson | Pt. lot 3 con. 4, Township of Eldon, County of Victoria, Ont. |
| 15704 | Dec. 20.. | V. Eastwood..... | Pt. lot 60, Township of Eldon, County of Victoria, Ont. |

11.—WELLAND

| | | | |
|-------|------------|----------------------------------------------------|-------------------------------------------------------------------------|
| 1904. | | | |
| 15564 | Aug. 3.. | Provincial Natural Gas & Fuel Co. of Ontario, Ltd. | Privilege to lay a 3' inch. pipe across Welland River at Chippawa, Ont. |
| 15587 | Sept. 16.. | Beatrice L. Taylor..... | Land in Port Colborne, Ont. |
| 1905. | | | |
| 15793 | Mch. 10.. | Riverside Stock Farm Co..... | Land in Township of Thorold, County of Welland, Ont. |
| 15795 | " 11.. | Maple Leaf Rubber Co., Ltd.... | Land in Port Dalhousie, Ont. |
| 15796 | " 3.. | Mary Irvine..... | " " " |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 23, 1905.

SESSIONAL PAPER No. 20

of Railways and Canals during Fiscal Year ended June 30, 1905.—Continued.

CANAL.

| Area. | Amount of water Power. | Term. | Commence- ment of Term. | Annual Rental. | Due each year. | First Instalment due. |
|-------------------|------------------------|---------------------|-------------------------------|----------------|-------------------|-----------------------------|
| 1·16 acres..... | | During pleasure.... | July 1, 1904 | 2 00 | July 1.. | July 1, '04 |
| ..... |  | " ..... | " 1, 1904 | 1 00 | " 1.. | " 1, '04 |
| 6·62 } acres..... | | " | " 1, 1904 | 1 00 | " 1.. | " 1, '04 |
| 8·09 } | | " | Oct. 1, 1904 | 4 00 | Oct. 1.. | Oct. 1, '04 |
| 2 acres..... | | " | Dec. 1, 1904 | 1 00 | Dec. 1.. | Dec. 1, '04 |
| 7,000 sq. ft..... | | " | Dec. 1, 1904 | 1 00 | Dec. 1.. | Dec. 1, '04 |
| 3½ acres..... | | " | June 1, 1905 | 7 00 | June 1.. | June 1, '05 |
| 0·90 acres..... | 40 h. power.. | 21 years..... | July 1, 1905 | 85 00 | July 1.. | July 1, '05 |

CANAL.

| | | | | \$ cts. | | |
|------------------|--|---------------------|--------------|---------|----------|-------------|
| 2,500 sp. ft.... | | During pleasure.... | Feb. 1, 1904 | 5 00 | Feb. 1.. | Feb. 1, '05 |

CANAL.

| | | | | | \$2 | |
|----------------|--|---------------------|--------------|-------|-----------|-------------|
| ·12 acres..... | | During pleasure.... | Aug. 1, 1905 | 24 00 | Monthly.. | Aug. 1, '04 |
| 14·55 " | | " | Nov. 1, 1904 | 14 50 | Nov. 1.. | Nov. 1, '04 |

CANAL.

| ..... |  | During pleasure.... | July 1, 1904 | 5 00 | July 1.. | July 1, '04 |
|----------------|--|---------------------|---------------|--------|-----------|--------------|
| ·48 acres..... | | " | Sept. 1, 1904 | 1 00 | Sept. 1.. | Sept. 1, '04 |
| ·290 " | | " | Feb. 1, 1905 | 200 00 | Feb. 1.. | Feb. 1, '05 |
| ·16 " | | " | " 1, 1905 | 20 00 | " 1.. | " 1, '05 |
| 0·232 " | | " | " 1, 1905 | 1 00 | " 1.. | " 1, '05 |

HAZEN HANSARD,
Law Clerk.

5-6 EDWARD VII., A. 1906

No.

PROPERTY CONVEYED to the Department of Railways and Canals and

1.—INTERCOLONIAL

| No. of Deed. | Date of Signature. | Grantor. | Lot. | District. |
|--------------------|--------------------------|------------------------------------|-------------------------------|-------------------------|
| 1904. | | | | |
| 15673 | July 15 | Mrs. N. Aubin..... | Pt. lot 21..... | Ste. Flavie Parish... |
| 15683 | Oct. 17 | H. W. Yuill <i>et ux.</i> | Land at..... | Truro..... |
| 15684 | Aug. 20 | J. C. Cunning..... | "..... | Piedmont..... |
| 15685 | July 25 | T. M. Smith <i>et ux.</i> | "..... | "..... |
| 15699 | Dec. 1 | Sarah Campbell..... | "..... | Jamesville..... |
| 15700 | June 15 | Wm. Richards & Co., Ltd..... | "..... | Campbellton..... |
| 15707 | Nov. 18 | W. D. Duncan <i>et al.</i> | "..... | "..... |
| 15708 | " 3 | F. W. Sumner <i>et ux.</i> | "..... | Bathurst Parish..... |
| 15746 | " 12 | T. McManus & C. Mc-Crea..... | "..... | Memramcook..... |
| 15752 | Dec. 14 | Wm. Cunard <i>et ux.</i> | "..... | North Sydney..... |
| 15770 | " 16 | J. C. McDonald <i>et al.</i> | "..... | Ottawa Brook Rd Cross'g |
| 15773 | Nov. 7 | A. Smith <i>et ux.</i> | "..... | Sydney..... |
| 1905. | | | | |
| 15786 | Feb. 17 | C. Lagace..... | "..... | Dessaint Station..... |
| 1904. | | | | |
| 15797 | Oct. 15 | R. W. Hewsen <i>et ux.</i> | "..... | Moncton..... |
| 15868 | Dec. 16 | Margt. A. Byers..... | Land E. of Campbell Road..... | Halifax..... |
| 15869 | " 19 | I. Creighton <i>et ux.</i> | "..... | "..... |
| 15868 | Oct. 30 | F. Lacroix..... | Pt. lot 519..... | St. Michel Parish..... |
| 15898 | Dec. 15 | Emily Plant <i>et al.</i> | Land at..... | North Sydney..... |
| 1905. | | | | |
| 15901 | Mar. 30 | Wm. R. Johnson <i>et ux.</i> | "..... | Gloucester Jct..... |

2—PRINCE EDWARD

| | | | | |
|-------|---------|-----------------------------------------|---------------------------|-----------------|
| 1904. | | | | |
| 15681 | Aug. 4 | N. McLean <i>et ux.</i> | Land at Curtis Creek..... | Tp. No. 32..... |
| 15682 | " 6 | Hon. W. W. Sullivan <i>et ux.</i> | "..... | " 32..... |
| 15701 | Sept. 3 | A. McPherson <i>et ux.</i> | "..... | " 64..... |
| 15785 | Aug. 3 | S. B. Gillespie <i>et al.</i> | "..... | " 32..... |

3.—CORNWALL

| | | | | |
|-------|---------|----------------------|-----------------------------------------------------|----------------------|
| 1904. | | | | |
| 15661 | Nov. 28 | D. S. Tilton..... | Pt. of N. pt. of No. 3, con. 1, Sheik's Island..... | Cornwall Township... |
| 15661 | " 29 | J. A. Langelier..... | "..... | "..... |
| 15665 | " 30 | Sol. Raymond..... | Pt. No. 4, con. 1, Sheik's Island.. | "..... |
| 15602 | " 30 | A. S. Raymond..... | Pts. Nos. 5 & 6, con. 1, Sheik's Island. | "..... |
| 1905. | | | | |
| 15748 | Jan. 20 | J. Z. Raymond..... | Pt. W $\frac{1}{2}$ No. 5, con. 1, Sheik's Island. | "..... |
| 15875 | May 27 | Ellen Sheets..... | Pt. No. 2, con. 1, Sheik's Island.. | "..... |

SESSIONAL PAPER No. 20

4.

Letters Patent granted during the Fiscal Year ended June 30th, 1905—*Concluded.*

RAILWAY.

| County. | Area. | Amount. | Remarks. |
|--------------------|---------------------|---------------------------------------------------------------------------------------|----------|
| | | \$ cts. | |
| Rimouski, Que. | 1,150 sq. ft. | 50 00 | |
| Colchester, N.S. | 7 951, 6 499 acres. | 11,500 00 | |
| Pictou, N.S. | 9,000 sq. ft. | 50 00 | |
| " | " | 100 00 | |
| Victoria, N.S. | 3 23 acres. | 250 00 | |
| Restigouche, N.B. | 1 703 " | 8,000 00 | |
| " | 0 54 " | 2,700 00 | |
| Gloucester, N.B. | 2 81 " | 75 00 | |
| Westmoreland, N.B. | 0 67 " | 200 00 | |
| Cape Breton, N.S. | 0 42, 6 30 acres | \$5,665 pr., \$2,167.91 int., \$310.01 costs. | |
| Victoria, N.S. | " | 100 00 | |
| Cape Breton, N.S. | 680 sq. ft. | 500 00 | |
| Kamouraska, Que. | 225 sq. ft. | 15 00 | |
| Westmoreland, N.B. | 14 6 acres. | 14,600 00 | |
| Halifax, N.S. | 0 077 " | 83 00 | |
| " | 0 053 " | 150 00 | |
| Bellechasse, Que. | 0 645 " | 245 00 | |
| Cape Breton, N.S. | 0 87 " | \$2,000 pr., \$265.48 costs and int. at 6% from June 1, '98 to Oct. 17, '04. | |
| Gloucester, N.B. | 16 16 " | 808 00 | |

ISLAND RAILWAY.

| | | | |
|---------|-------------|--------|--|
| Queen's | 0 96 acres. | 75 00 | |
| " | 0 70 " | 35 00 | |
| King's | 0 75 " | 400 00 | |
| Queen's | 1 66 " | 190 90 | |

CANAL.

| | | | |
|----------------|-------------------|----------|--|
| Stormont, Ont. | 0 65 acres. | 148 43 | |
| " | 0 20 " | 149 52 | |
| " | 2 08 " | 1,186 88 | |
| " | 0 47, 1 44 acres. | 474 99 | |
| " | 1 02 acres. | 163 14 | |
| " | 0 13 " | 60 00 | |

5-6 EDWARD VII., A. 1906

No. 4.—PROPERTY CONVEYED to the Department of Railways and Canals and

4.—GALOPS

| No. of Deed. | Date of Signature. | Grantor. | Lot. | District. |
|--------------|--------------------|-----------------------------------------|------------------------------------------------------|-------------------------|
| | 1903. | | | |
| *15655 | May 1, 1904 | E. Smith <i>et ux</i> | No. 57, block 10. | Iroquois. |
| 15663 | Oct. 31. | J. D. McLaughlin <i>et ux</i> | Pts. W. qr. No. 11 & E $\frac{1}{2}$ No. 12, con. 1. | Edwardsburg Tp. |

5.—SOULANGES

| | | | | |
|-------|-------------|----------------------------|----------------------|------------------------------|
| 15692 | Oct. 3, '04 | De Beaujeu estate. | Pt. No. 454. | St. Ignace du Coteau du Lac. |
|-------|-------------|----------------------------|----------------------|------------------------------|

6.—TRENT

| | | | | |
|-------|--------------|----------------------------------------|-------------------------------------------------------------|----------------------------|
| 15741 | Oct. 3, '04 | B. R. Matthews, <i>et ux</i> | Pts. No. 29, Con. 12. | Otonabee Township. |
| 15742 | " 3, '04 | John Hull. | Pt. Block 'Q' | Lakefield. |
| 15745 | Dec. 30, '04 | D. McKee, <i>et ux</i> | Pt. E $\frac{1}{2}$ of No. 4, Con. 11. | Thorah Township. |
| 15885 | Nov. 12, '04 | M. Harrigan, <i>et ux</i> | Pt. No. 12, Con. 8. | Douro " |
| 15921 | Sept. 7, '04 | John Hull, <i>et ux</i> | Pts. of Block 'G' and E. pt. of Blocks 'F' and 'H.' | Lakefield. |

7.—WELLAND

| | | | | |
|--------|--------------|------------------------------------------|------------------------------------------------------|---------------------------|
| *15633 | June 28, '04 | N. F. Box, <i>et ux</i> | Pt. No. 215. | Thorold Township. |
| *15634 | " 8, '04 | E. Box, <i>et ux</i> | Pt. No. 222. | " " |
| *15635 | " 30, '04 | M. Hagar, <i>et al</i> | Pts. Nos. 222 and 223. | " " |
| *15636 | " 10, '04 | A. B. Hagar, <i>et al</i> | " " | " " |
| *15637 | " 30, '04 | H. W. Stone, <i>et al</i> | Pt. No. 213 | " " |
| *15638 | " 22, '04 | J. E. Reavely. | Pt. No. 214 and 215. | " " |
| *15639 | " 9, '04 | C. Silverthorn, <i>et al</i> | Pt. No. 229 | " " |
| 15856 | Mar. 20, '05 | Hon. R. Harcourt, <i>et ux</i> | Pt. No. 29, Bald St. and pt. No. 36 Jane St. | Welland. |
| 15936 | " 8, '05 | Eliz. Coulter, <i>et al</i> | Pt. No. 203, W. side of Deep Cut. | Thorold Township. |

* Too late for last year's Report.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 23, 1905.

SESSICNAL PAPER No. 20

Letters Patent granted during Fiscal Year ended June 30, 1905.—*Concluded.*

CANAL.

| County. | Area. | Amount. | Remarks. |
|---------------------|------------------|----------|----------|
| | | \$ cts. | |
| Dundas, Ont..... | 0.80 acres. | 1,192 33 | |
| Grenville, Ont..... | 5.94 " | 1,968 00 | |

CANAL.

| | | | |
|---------------------|-------------------|-------|--|
| Soulanges, Que..... | 0.125 acres. | 78 85 | |
|---------------------|-------------------|-------|--|

CANAL.

| | | | |
|-----------------------|---------------------|-----------|-----------------|
| Peterborough, Ont.... | 0.2, 0.4 acres..... | 1,676 99 | Letters Patent. |
| " | " | " | |
| Ontario, Ont..... | 2 acres. | 200 00 | |
| Peterborough, Ont.... | 4.22 acres..... | 300 00 | |
| " | 1.26 " | 10,000 00 | |

CANAL.

| | | | |
|-------------------|--------------|----------|--|
| Welland, Ont..... | 12 acres.... | 700 00 | |
| " | 40 " | 3,800 00 | |
| " | 20 " | 1,800 00 | |
| " | 30 " | 9,800 00 | |
| " | 20 " | 800 00 | |
| " | 34½ " | 1,800 60 | |
| " | 30 " | 3,200 00 | |
| " | 0.29 " | 100 00 | |
| " | 4.75 " | 2,000 00 | |

HAZEN HANSARD,
Law Clerk.

5-6 EDWARD VII., A. 1906

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended June 30, 1905.

1.—INTERCOLONIAL RAILWAY.

| No. of Release. | Date of Signature. | Grantor. | Description. | Amount. |
|-----------------|--------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------|----------|
| | 1904. | | | \$ cts. |
| 15528 | July 14 | Henry N. Paint. | Damages consequent upon closing of crossing over I.C.R. property at Victoria St., near Point Tupper Station. | 600 00 |
| 15571 | Aug. 30 | Belanger & Michaud. | Damages for injuries sustained while travelling on I.C.R. train. | 800 00 |
| 15572 | " 30 | Thomas Carson, Sr. | Damages consequent upon closing of farm crossing ½ mile west of Elmsdale Station, N.S. | 75 00 |
| 15857 | Mar. 30 | Thomas Loane. | Damages to land near Grant's Brook Bridge, and for loss of 2 sheep. | 1 00 |
| 15865 | May 4 | John D. Ross. | Damages for injuries sustained by his son William by falling from I.C.R. Bridge at Truro, N.S. | 1,034 75 |
| 15874 | " 5 | Michael Steele. | Damages arising out of diversion of Brook and for damaging his land. | 300 00 |
| 15878 | " 22 | P. St. Laurent and J. Proulx. | Damages to land at St. Anaclet, Co. of Rimouski, Que. | 45 00 |
| 15882 | Aug. 27 | Richard Howard, Jr. | Damages for injuries sustained at Deep Water Terminal, Halifax, N.S. | 77 50 |
| 15883 | " 27 | Louis Barnes. | Damages for injuries sustained at Deep Water Terminal, Halifax, N.S. | 76 00 |
| 15891 | " 10 | Strait of Canso Marine Ry. Co. | From all claims incidental to a private road crossing I.C.R. at Point Tupper, N.S. | 1 00 |

2.—CHAMBLY CANAL

| | | | | |
|-------|---------|-------------------------|----------------------------------------------------------------------------------------|--------|
| | 1904. | | | |
| 15575 | July 30 | N. Metivier. | Damages to Lots 4 and 5 of Village of Chambly Canton, and to Lot 150 of Chambly Basin. | 300 00 |
| 15725 | Jan. 4 | Edouard Chartier. | Damages to land, Lots 227 & 228, St. Luke Parish, Iberville Co., Que. | 100 00 |
| 15726 | " 7 | Levi Dupuis. | Damages to land, Lot 231, St. Luke Parish, Iberville Co., Que. | 350 00 |
| 15727 | " 3 | F. X. Gervais. | Damages to land, Lot 27, St. Luke Parish, Iberville Co., Que. | 100 00 |
| 15728 | " 5 | Julian Audette. | Damages to land, Lot 30, St. Luke Parish, Iberville Co., Que. | 25 00 |
| 15729 | " 4 | J. B. Many. | Damages to land, Lot 31, St. Luke Parish, Iberville Co., Que. | 300 00 |
| 15730 | " 5 | C. U. Coupal. | Damages to land, Lot 28, St. Luke Parish, Iberville Co., Que. | 50 00 |
| 15731 | " 4 | C. Poirier. | Damages to land, Lot 30, St. Luke Parish, Iberville Co., Que. | 200 00 |
| 15732 | " 4 | Joseph Dupuis, Sr. | Damages to land, Lot 29, St. Luke Parish, Iberville Co., Que. | 200 00 |
| 15733 | " 4 | J. B. Lapalme. | Damages to land, Lot 229 and 230, St. Luke Parish, Iberville Co., Que. | 310 00 |
| 15734 | " 14 | Leonie Chartier Estate. | Damages to land, Lot 229 and 230, St. Luke Parish, Iberville Co., Que. | 40 00 |

3.—CORNWALL CANAL

| | | | | |
|-------|--------|-------------|---------------------------------------|--------|
| | 1905. | | | |
| 15845 | Apl. 5 | P. N. Tait. | Damages to Lot No. 1, Sheik's Island. | 100 00 |

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended June 30, 1905.—*Concluded.*

4.—CULBUTE CANAL.

| No. of Release. | Date of Signature. | Grantor. | Description. | Amount. |
|-----------------|--------------------|--------------------------------|--------------------------------------------------------------------------------------------|---------|
| | 1904. | | | |
| 15775 | Nov. 2 | Patrick Ryan | Damages to land, Lots 30, 38, 39, 40 and 41, E. Range, Allumette Is., Pontiac Co | 500 00 |
| 15776 | Oct. 29 | Alex. Ryan et al. | Damages to land, Lots 26, 27 and 28, E. Range, Allumette Is., Pontiac Co. | 135 00 |
| 15777 | " 12 | Chas. J. Kelly et al. | Damages to land, Lots 34 and 35, E. Range, Allumette Is., Pontiac Co | 950 00 |
| 15778 | " 29 | Philip M. Kelly et al. | Damages to land, Lots 31, 32 and 33, E. Range, Allumette Is., Pontiac Co | 400 00 |
| 15779 | " 29 | Joseph Monk et al. | Damages to land, Lot 29, E. Range, Allumette Is., Pontiac Co. | 165 00 |
| 15780 | " 29 | Bernard Spence et al. | Damages to land, Lot 18, E. Range, Allumette Is., Pontiac Co | 50 00 |
| 15781 | Nov. 1 | Anselme Bechamps. | Damages to land, Lot 10, 2nd Range, Allumette Is., Pontiac Co | 55 00 |

5.—SOULANGES CANAL.

| | | | | |
|-------|--------|--------------------------|------------------------------------------------------------------------------------|--------|
| | 1905. | | | |
| 15789 | Oct. 8 | A. Bissonnette | Damages to land, Lots 147 and 308, St. Joseph Parish, Soulanges Co., Que. | 150 00 |
| 15790 | " 8 | F. Bissonnette | Damages to land, Lots 145 and 146, St. Joseph Parish, Soulanges Co., Que | 150 00 |
| 15791 | " 8 | Ovila Seguin. | Damages to land, Lots 143 and 144, St. Joseph Parish, Soulanges Co., Que | 150 00 |
| 15792 | " 6 | F. X. Valade. | Damages to land, Lots 309 and 310, St. Joseph Parish, Soulanges Co., Que. | 200 00 |

HAZEN HANSARD,
Law Clerk.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 23, 1905.

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